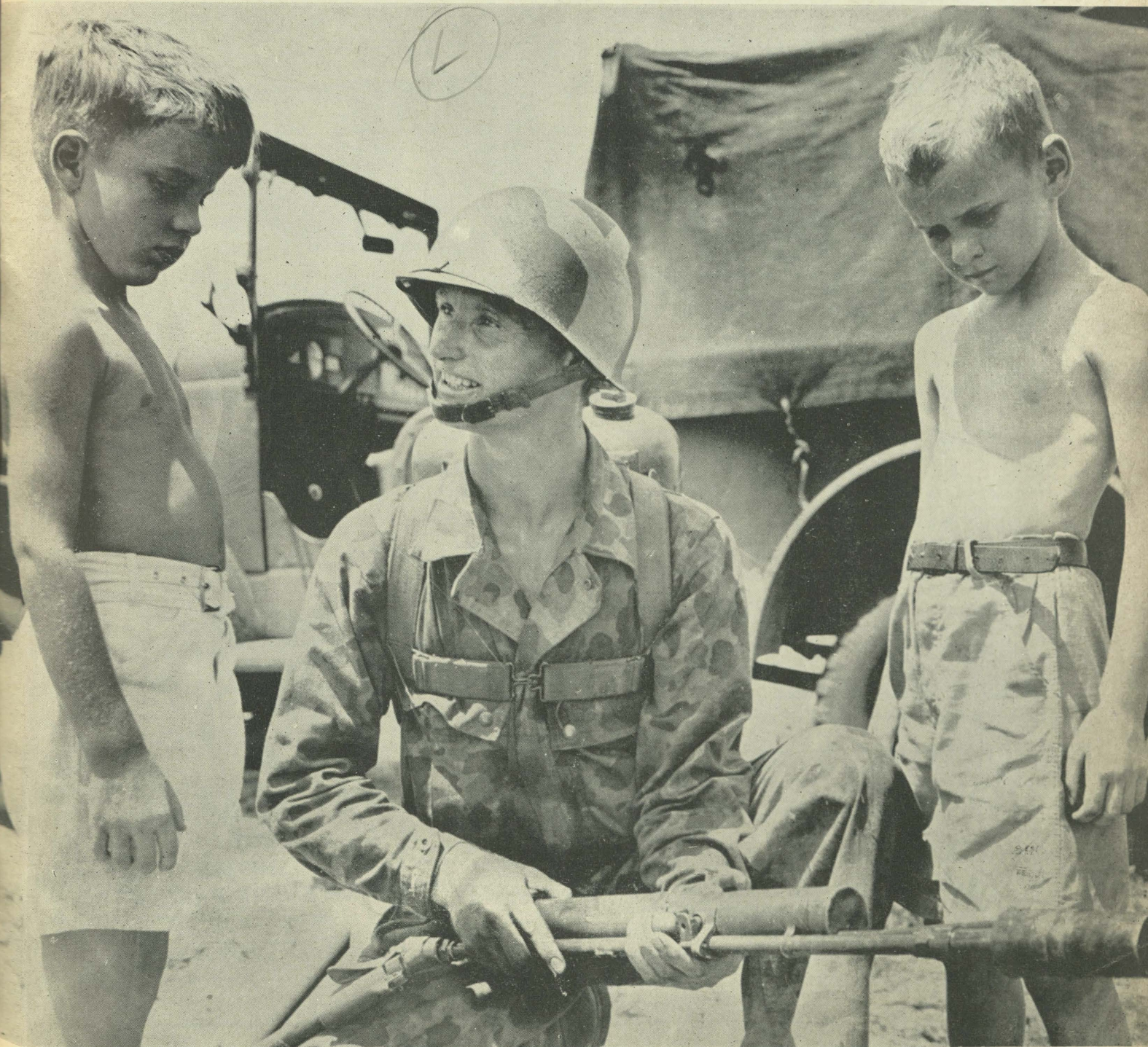


# FLORIDA

## Highways



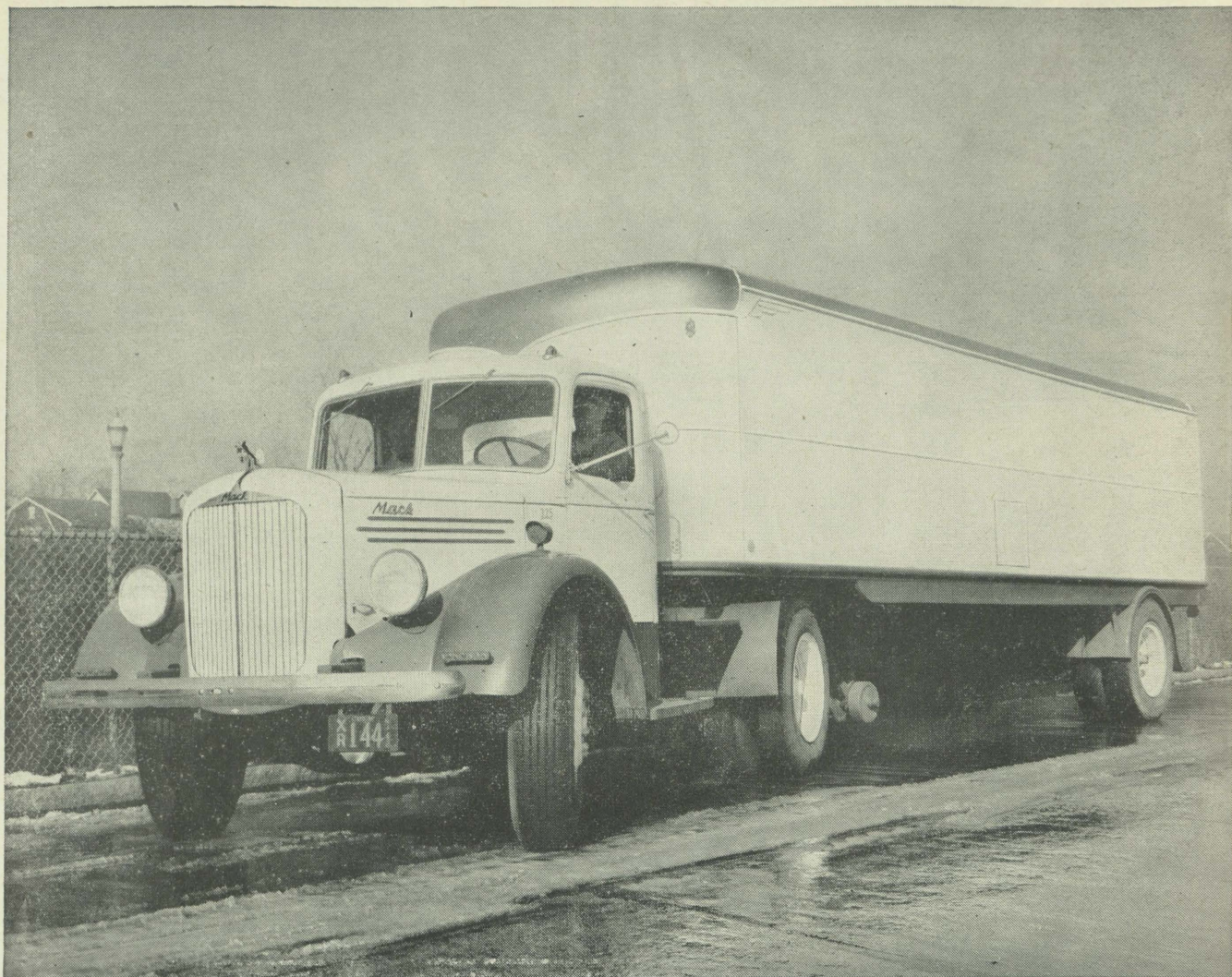
FLORIDA'S MONTHLY STATE NEWS MAGAZINE



*Caldwell Discusses Highway Policies*

August 1944  
Price 25 Cents



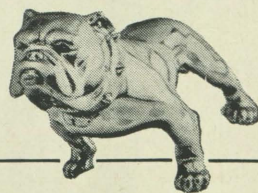


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### President Hammond Boosts Florida

President Joe F. Hammond of the Florida Association of County Commissioners attended the National Convention of County Officers at Syracuse, N. Y., where he distributed a large quantity of Florida maps and Florida literature, including hundreds of copies of FLORIDA HIGHWAYS.

This thoughtful service spreads information about Florida widely throughout the Nation. FLORIDA HIGHWAYS is proud to have a share in this important undertaking.

### Fresh Road Tar Traps Redbirds

Pinellas County Engineer W. A. McMullen, Jr., may expect any day now to see a warrant placed against him for trapping redbirds out of season.

It all happened like this.

Recently the phone in the county commissioners' office jangled. A woman's voice first asked for county commissioners, then for the county engineer and finally for the assistant. They all happened to be out.

The voice explained that fresh tar had been placed on the highway near the Don Ce-Sar convalescent base and that redbirds were being trapped by getting their feet caught in the tar.

The engineer returned to his office in the afternoon but it was then too late to save the birds.

The woman complained that the road workers had not placed enough sand on the road after spreading the sticky tar.

The people of Manipur, India, do not eat meat.

Matches or glowing cigarette ends, tossed from automobiles or left at camp sites, are the most frequent causes of forest fires in the United States.

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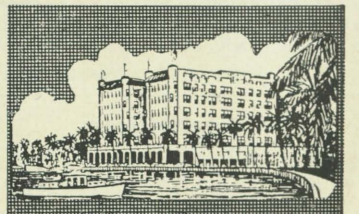
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# FLORIDA HIGHWAYS

Official Publication of

State Road Department of Florida—Florida Highway Patrol  
Association of County Commissioners—Florida Trucking Association, Inc.

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 12

AUGUST 1944



NUMBER 9

JOHN KILGORE

Editor

J. E. ROBINSON

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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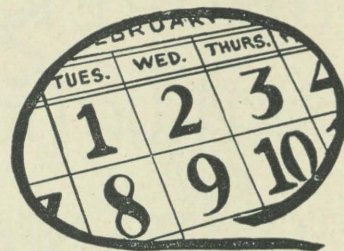


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# EDITORIALS

## FLORIDIANS FOCUS THEIR EYES ON THE FUTURE

IT IS NOT that we lack interest in the war: Floridians are as determined as ever to do all they can to hasten the day of victory; Floridians are poignantly aware of the risk of maiming and death that faces their sons on the battle fronts. It is that we have done what we know to do for speeding the end of the war and we feel that it is and will be important to those now fighting that we have a sound economy and job opportunities and progress in all lines when the men come home from the wars. That is why we are so much interested in post-war plans.

At the annual convention of the State Association of County Commissioners and at several conferences, including the meeting of the Scenic Highlanders and affiliates at Silver Springs, eyes were focused on the future—the not so distant future of the post-war period. It was recognized by those present at these meetings that the end of the war may come in a matter of months and surely in a very few years at the latest. It was understood by these thoughtful Floridians that it would be disastrous to the State, to its people, to the men and women now in uniform, if the end of the war should find us unprepared for peace. We must be ready: That is part of what we owe to those who are now risking their lives on the firing lines. We must have a blue print for peace, a plan of action. It must be ready and it cannot be made ready in a few days or hours.

When the war ends, shipyards and other war industries will shut down. Working men and women must find new occupations—many of them in other localities. Returning veterans will find no places for themselves in the war industries and occupations which are now critically short of men but which will then be idle. We refuse to consider the idea that jobs for veterans and released war workers be provided by “made work”—that is to say, by tasks of little or no permanent value thought up on the spur of the moment to lend dignity to charity. We must employ hundreds of thousands of men and women in occupations different from those now engaging the attention of our war workers. During the period of transition from war to peace, private industry cannot be expected to take up much of the slack. Especially while plants are being rebuilt for new lines of production, government must open a maximum number of jobs. In the final analysis these jobs must be fitted into an over-all program of providing facilities of lasting utility—hospitals, governmental buildings, sewerage systems, streets, sidewalks, roads, schools. The first things built with post-war construction funds should be the things most needed.

It may seem an easy matter to determine—for the State or for each county or city—what is most need-

ed. In reality it is not. Opinion may differ now and conditions may change: One group of citizens may believe that a paved street is the greatest need of the community whereas another group may place a hospital at the top of the list; the most acute need of a given community may now be a sewerage facility for a new housing area but the end of the war may cause abandonment of that area and the shift of the need for that facility from the top to the bottom of the list—or perhaps off the list entirely. Post-war plans must be flexible, therefore, and must include more items than the prospective funds would cover, in order that speedy changes may be made in relative priority for construction.

It may well be that matching funds for public works may be made available speedily to units of government which have complete records ready—plans and specifications, briefs demonstrating utility and need, estimates of man-days of work and proportionate cost of materials. The State, the county or the community which has its files completed on a liberal number of sound projects will have the satisfaction of knowing that it is ready, that no delay in providing jobs for veterans and released war workers will be occasioned by its neglect, that no disproportionate allocation of funds will leave it short-changed through its own fault. It is no simple task to get ready for the peace in such a fashion: It takes time to think out and talk out all the circumstances and considerations; it takes time for technicians to draw up blue prints and estimates. It is time well spent and time may be shorter than we think.

Planning for peace, should include, as well, planning to maintain the independence, as far as feasible, of the State and of the local governments. The men at the fighting fronts are risking their lives to defend the basic traditions and ideals of the United States of America—not those of some alien land or those of some political theorist who would destroy the fundamentals of our system and substitute for them the dreams of Karl Marx or any of his imitators and followers. We should recognize, of course, that there is room for humane considerations, good neighborliness and social progress within the framework of our constitutional system that it would not be possible, though we willed it, to go backward on the road that has led us to awareness and recognition of our responsibilities to our fellow men. Political planning to preserve our traditions does require that we mix common sense with humanity, that we give practical utility a place alongside sympathy, and that we retain for ourselves and for the smallest unit of government a maximum of independence and initiative consistent with sound economics and practical politics.

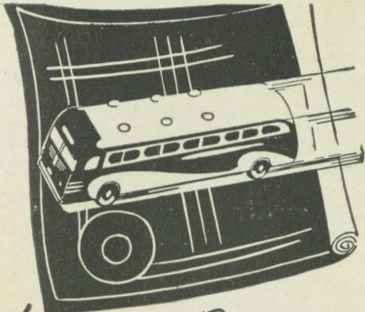
It is encouraging to note, in this connection, that the representative of the wartime Federal government who addressed the county commissioners at their convention, came out (Continued on page 29)



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# Our Next Governor Speaks of Roads .

I AM NOW undertaking a study of the facts and figures relative to the State Road Department and its work in an effort to acquire a thoroughgoing knowledge of the road building and maintenance problem of the State. The situation is a complex one and one which will undoubtedly require my close attention if I am to reach any intelligent conclusion as to what program may be accomplished during the next few years.

It is my intention to hear attentively those proposals made by interested communities throughout the State and to ascertain as far as possible first hand the facts relating to the highway needs of the several sections. It would, of course, be presumptuous of me to attempt any commitments prior to January.

My understanding of the overall situation indicates that the State-maintained system of highways now consists of about 7,300 miles of rural and about 1,000 miles of urban roads or a total of around 8,300 miles of an estimated value of around \$200,000,000.00.

Obviously the State system requires a considerable amount of annual maintenance in the protection of existing surfaces and in resurfacing where necessary.

It appears that about 5,200 miles of the State system is in what is classed as good condition, 1,800 in fair condition and 1,000 to 1,200 miles in poor condition. Something like 6,000 miles of these highways are of less than the 22-foot width which is considered standard for maximum safety. Eight hundred seventy miles are 22 feet in width and 675 are more than 22 feet.

In the State system it seems there are 2,600 separate bridge structures totaling 96.5 miles in accumulative length. A considerable portion of these bridges are old and in bad shape and will urgently require replacements. The road department has expressed as its view that during the next few years the maintenance of the existing highway system, which will include the most essential resur-

By MILLARD CALDWELL

facing, realignment and correction of deficiencies, will cost not less than six million dollars a year.

At this point it probably should be pointed out that the State-maintained system of roads and bridges represents only about 18 percent of the total miles of public roads and streets in the State of Florida.

I have made an effort to estimate the State and Federal road funds which will be available during the next administration but find it difficult to evaluate many of the uncertain factors. It appears fairly certain that we may anticipate an annual minimum of about 14 million dollars with the

possibility of several million dollars above that. For instance, under present conditions we are receiving about two million dollars annually from the Federal Bureau of Roads but there is a bill pending in Congress which, if approved, would extend that contribution to about seven million dollars. I am advised the new bill would allocate the Federal funds, about three million to the Federal-aid system, less than two million to secondary or feeder roads, and about two million to the urban highways, practically all of which will have to be matched with State funds.

The State Road Department's main source of income is from the 4-cent gasoline tax, now yielding about twelve million dollars annually. With an end of the war and motor traffic this fund should increase or, with a continuation of war and wartime restrictions it may decrease.

Your guess about what will happen is just as good as mine.

I would not presume to estimate the cash balance to the credit of the State road gasoline tax and license fund as of January 1 because there is undoubtedly much overdue extraordinary maintenance work and urgently needed construction to be done at the earliest possible moment and it is impossible to say how much of this will be undertaken by the present administration. The outlook for large and expensive new road projects is not as bright as we might hope when we deduct from total anticipated revenues the six million dollar annual maintenance cost, the administrative budget of the road department, and those items which are earmarked for matching Federal funds and for other particular purposes.

Although none of us is able to predict, within several million dollars, how much money we shall have to spend, or how many miles of road we can build, we do know that there will be a definite limitation on the amount of money

(Continued on page 37)



Governor-nominate Caldwell in a characteristic pose at Silver Springs where he heard Florida's road building policies discussed.



# Scenic Highlanders At Silver Springs.

**I**N THE PRESENCE of the closely attentive Millard Caldwell, Florida's governor-nominate, the Scenic Highlanders in a two-day meeting at Silver Springs July 14-15 learned from authoritative sources that their dreams of a superhighway—U. S. Route 19—through central Florida from Leesburg to Miami—are far closer to realization than they had believed.

In a series of three major meetings and several subcommittee sessions, which included discussion of water conservation, the Scenic

By BEN F. FIELD

Highlanders under the leadership of Judge R. T. Dewell of Haines City, president of the organization, focused the attention of 200 representatives of central Florida from Lake City to Miami and Tampa on the all-important subject of good roads for their areas—roads of sufficient width and of such durable construction as to meet the rigorous demands of the future.

Encouraging the listeners with the favorable attitude of the State Road Department on plans for U. S. Route 19, J. H. Dowling, chief engineer of the department, made a formal statement at the Sunday morning meeting assuring the Scenic Highlanders that the new highway was definitely in the picture, that the State Road Department has already recommended it, that the Federal government has already approved most of the route proposed and that the department

(Continued on page 27)

Prominent central Florida road enthusiasts attending sessions included, left to right, James H. Craggs, Ocala contractor; Al Combs of Gainesville, past president Gainesville Chamber of Commerce; C. Fred Ward, Winter Park, member of State Road Department; Marion County Commissioners W. C. White and R. Bruce Meffert; L. B. Thrasher, Ocala, chairman of Marion County Chamber of Commerce Road Committee; J. A. Whiting, Tampa, president Tamiami Trail Tours, Inc., and Bee Line Highway Association.





# U. S. Official For Free Enterprises . . .

Condensed text of address by Andrew Stevenson, executive assistant to the operations vice chairman of the War Production Board, before the Florida State Association of County Commissioners at Jacksonville, Friday, June 23.

THE ASSIGNMENT which you have have given me of talking to you on what local government should be doing to get ready for what they will be called upon to do in the post-war period is a stupendous one. It involves, first, a consideration of what some of the problems of the post-war period may be and how their solution may be approached, and second, a consideration of what may be the respective roles of private industry, of the Federal government, and of State and local governments in meeting these problems.

Of the large contribution which State and local governments have made to the war program, I am aware. Of the share in the contribution which is attributable to you officials of the State of Florida, I know you are justly proud. The same opportunity and challenge exists in the transition from war to peace.

The adjustments which the country has made to war are so profound, their effects so far reaching, and the length of the war so uncertain that planning for this transition calls for the same hard, earnest and patriotic thinking which the Nation has given to the mobilization for war. The execution of any such plans will evoke the most conscientious, vigorous yet thoughtful administrative talent you possess.

We have been required tremendously to increase our physical plant for the making of things. The Federal government itself has directly financed over \$15,500,000,000 of new manufacturing facilities and has indirectly financed through tax amortization certificates an additional \$4,500,000,000 of privately constructed facilities. It is apparent that these \$20,000,000,000 of new manufacturing plants and equipment constructed during the war will have a most significant effect upon the \$30,000,000,000

worth of the prewar manufacturing plants and equipment with which they will be in competition.

In the second place, we have been required greatly to increase our output of materials which we make into things. Modern warfare largely has developed as a user of metals. This is shown readily in 88 percent of the total value of government orders placed having been for metals, with four percent for chemicals, coal and petroleum, and only eight percent for soft goods. The result of such metal expansion is evident in an expected 1944 production of such metals as steel which is 80 percent greater than our 1939 civilian use, of copper 250 percent greater, of aluminum 800 percent greater, and magnesium 6,800 percent.

In the third place, we have astoundingly increased the number of people who are using these facilities and materials in the making and distributing of things. We now have some 51,000,000 people employed, outside of some 11,000,000 in the armed forces. In addition, it is estimated overtime work is the equivalent to the work of some 5,000,000 more people. The highest employment this country ever reached prior to the war was 46,000,000 persons. Manufacturing employment has increased from 10,000,000 in 1939 to 17,000,000 and all nonagricultural employment from 29,000,000 to 38,000,000.

With due allowance for return of soldiers to peacetime pursuits, for return of some women now working to the home, for return of some now working or in the services to schools, we are faced with a requirement to employ after the war some 8,000,000 to 10,000,000 more people than ever before and annually to absorb an additional 750,000 which are added to the labor force.

The post-war needs are to meet this goal of full employment, to utilize these new facilities and to fabricate these materials into goods.

But a brief review of the magnitude of this adjustment to the

munitions program of the country as a whole does not cover all of the picture. The effects upon different parts of the country or different segments of the economy have been far from the same.

While in absolute terms the engagement in war production of the States from Illinois and Michigan to New England is immense, and the consequent reconversion problem huge, in relative terms other States and areas have become much more industrialized than they were in the past. Indeed, one of the great phenomena of the period has been the acceleration of the industrial development of the South, especially the Tennessee Valley and the West Gulf Coast, and the rapid industrial expansion of the Far West, particularly California.

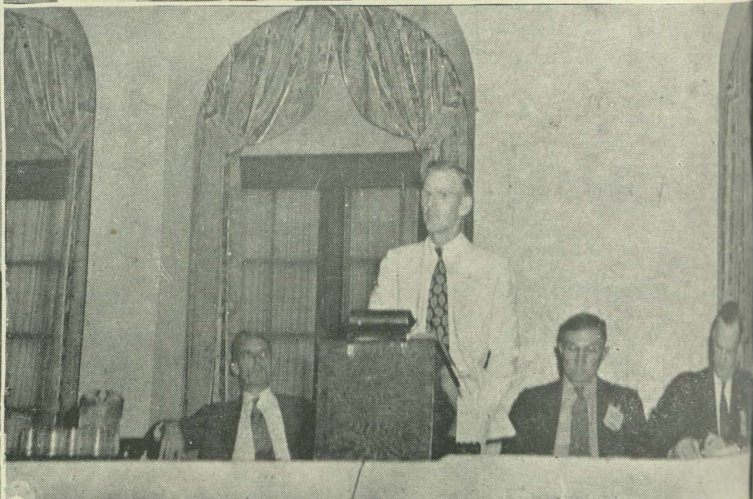
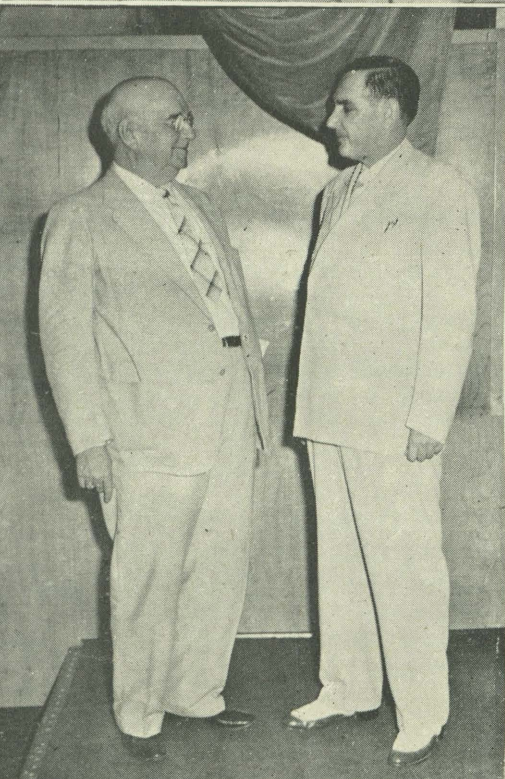
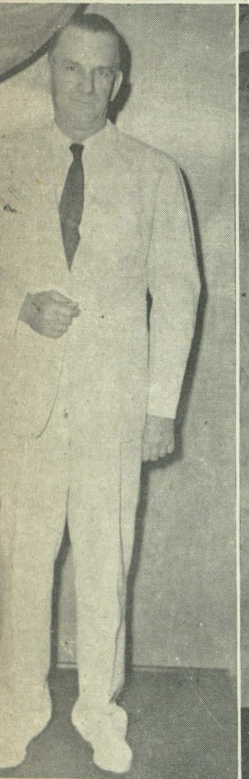
The introduction of manufacturing operations into the agricultural areas of the Central West, and the specialized industrial expansion in the Southeast in shipbuilding and explosives are further manifestations of the changing character of the regional economy occasioned by the program.

In addition to these internal geographic changes have been the alterations in the importance of specific industries. The colossal expansion in metals and chemicals has led to their now having over half of all those in manufacturing employment and as many persons as all manufacturing industries in 1939. Certain industries like shipbuilding and aircraft are now gigantic ones, the two employing 1,700,000 and 1,300,000 workers, respectively. These are now our dominant businesses.

A third characteristic of the change occasioned by the munitions program is that of the changes in population within the country. This is evidenced in two ways. One is a shift among areas. On the basis of tabulations of ration books, the census estimates an increase in the civilian population of the West Coast between 1940 and last fall of over 1,000,000 per-

(Continued on page 35)







# Commissioners Plan For Peace . . .

FLORIDA'S COUNTY commissioners, convened in 15th annual session at Jacksonville June 23, reelected officers, embarked on a serious program designed to meet the shock of conversion from a wartime to a peacetime basis, and heard a high official of the War Production Board declare that the national government plans to stimulate and encourage private enterprise under a policy of relaxing restrictions as soon as war conditions permit.

Andrew Stevenson, executive assistant to the operations vice chairman of the War Production Board told the commissioners "When the day comes when the military requirements are substantially reduced, restrictive controls will be removed wherever and as quickly as possible. The prime responsibility for speedy resumption of civilian production must be that of private industry freed from these controls.

"The responsibility," he added, "of local and Federal government, of wartime and demobilization

agencies, must be that of enacting and administering whatever enabling legislation may be required to permit individual initiative, ingenuity, and incentive to accomplish this goal and to ease whatever shock there may be in this period."

Greeted by Jacksonville's genial Mayor John T. Alsop, the 198 county commissioners present plunged into convention business.

Joe F. Hammond, chairman of the Duval County board of county commissioners and reelected at the convention to another term as president of the State Association of County Commissioners, extended a warm welcome to visitors and pointed to the seriousness of post-war conversion, in his annual message. Pointing to the problems

faced by the counties in this respect, President Hammond threw the meeting open to general discussion of the subject.

Harold Colee, executive vice president of the Florida State Chamber of Commerce, speaking on Florida's Post-War Prospects, said that our State is the fastest growing in the Nation with a population that has already reached 2,000,000. He referred to Florida's big contributions to the war effort, its aviation development and its ship construction. He urged the necessity for a State advertising fund to help recapture the \$500,000,000 tourist trade and to publicize our agricultural and industrial potentialities.

Senator John E. Mathews, veteran of many legislative battles

Reelected officials of the Association of County Commissioners—Left to right, Dixon V. Herring, secretary-treasurer, Tallahassee; S. C. Fox, vice president, Pompano; Joe F. Hammond, president, Jacksonville.



**COMMISSIONERS CONFER**—Left to right, towering E. D. Cook, chairman of the Orange County board, receives the news that he is still No. 1 man of the association in size. John M. Allison, president of the County Attorneys Association greets Henry L. Lilienthal, secretary-treasurer of the attorneys at their meeting. Banquet scene, Dixon V. Herring of Leon County (Tallahassee), secretary-treasurer; Richard W. Erwin, assistant attorney general; Andrew Stevenson of the War Production Board; State Comptroller J. M. Lee; Association President Joe F. Hammond; State Senator John E. Mathews; Past Association President V. G. Phillips of Leon County (Tallahassee); State Superintendent of Education Colin English and J. H. Dowling, chief State highway engineer. V. G. Phillips of Leon County, past president of the Commissioners Association. Comptroller Lee and Superintendent English, Miss Betty Jack Janes, of the Tourist and Convention Bureau, Mrs. John B. Stormes, Jr., and Mrs. Lillian B. Stokes, secretary of the Duval County purchasing agent, handle registration—Karl Roesch, Jacksonville, has just been registered. Preston Bird of Dade County (Miami) delivering response to the address of welcome by Major John T. Alsop. Andrew Stevenson, executive assistant to the operations vice president of the War Production Board, who delivered the principal address at the convention. Association President Joe F. Hammond of Duval County (Jacksonville) opens the annual convention—seated are Preston Bird, Rev. Douglas B. Leatherbury, who delivered the invocation, and V. G. Phillips.



dating back to 1929 and for eight years county attorney for Duval County, presided as toastmaster at the annual banquet at the George Washington hotel with the skill and smoothness with which his broad public service have equipped him. Speakers at the banquet included, Comptroller J. M. Lee, State Superintendent Colin English, Sheriff D. C. Coleman of Dade County who has been nominated to the State senate, and Neighbor Lowery, Dade County commissioner.

J. H. Dowling, chief engineer of the State Road Department, spoke of the State's post-war highway building program. Construction plans for peacetime, he said, include a program of improvements to 8,400 miles of highways which would cost, if the money is available, \$161,000,000.

Matters brought to the attention of the convention for action included:

**County Budgets**—The commissioners discussed means of raising budget levels and were informed by Comptroller Lee that an act of the legislature would be required before procedures could be changed.

**War Equipment**—The convention voted to devise means to bring back from overseas and make available for civilian uses after the war, military machinery and equipment which could be used by the counties.

**State Advertising**—By resolution, the commissioners petitioned the governor and legislature to appropriate funds for an extensive State advertising campaign.

**Post-War Construction**—By resolution, the commissioners asked the governor to include in his call for any special session granting of the privilege to county boards to accumulate tax funds to be used for post-war construction and restoration of depleted facilities.

**Veteran Rehabilitation**—By resolution, the commissioners urged legislative provision for the proper rehabilitation of war veterans by granting to them benefits and privileges.

**Governor Holland**—By resolution, the commissioners praised Governor Holland for "excellent



State Highway Engineer J. H. Dowling (left) explaining to State Senator John E. Mathews the State Road Department's post-war program for improvement and new construction of 8,400 miles of roads.

administrative leadership" and especially for his guidance in State financing.

Officers reelected are: President Hammond; S. C. Fox, Pompano, Broward County commissioner, vice president; and Dixon V. Her-ring, Tallahassee, Leon County commissioner, secretary-treasurer to serve until August when a successor will be named by the board of directors. To the board also was left the selection of the 1945 convention city.

Members of the association board

of directors, elected by the convention, are President Hammond; Past President V. G. Phillips, Tallahassee, Leon County commissioner; Preston B. Bird, Miami, Dade County commissioner; E. W. Simmons, Tampa, Hillsborough County commissioner, and F. E. Owens, Eustis, Lake County commissioner.

District directors last year were:

District No. 1—Clint Reilly, Pensacola, Escambia County; and Bruce Vickers, West Bay, Bay County.

District No. 2—Dixon V. Her-



ring, Tallahassee, Leon County; and Jessie Gaskin, Wewahitchka, Gulf County.

District No. 3—W. C. White, Ocklawaha, Marion County; and J. V. McCall, Jennings, Hamilton County.

District No. 4—J. F. Ferreira, Fernandina, Nassau County; and H. F. Powers, Macclenny, Baker County.

District No. 5—F. E. Owens, Eustis, Lake County; and J. Rolfe Davis, Orlando, Orange County.

District No. 6—Earl W. Simmons, Plant City, Hillsborough County; and W. C. Law, Lutz, Pasco County.

District No. 7—H. M. Stringfellow, Pineland, Lee County; and W. S. Harris, Bee Ridge, Sarasota County.

District No. 8—S. C. Fox, Pompano, Broward County; and Preston B. Bird, Miami, Dade County.

At the opening session of the convention at 2 p. m. Thursday, June 22, the program included: Invocation by the Rev. Douglas B. Leatherbury, pastor St. Marks Episcopal church, Jacksonville;

Address of welcome by Mayor Alsop; Response by Dade County Commissioner Preston Bird; Minutes of the Tampa convention; Report of secretary-treasurer, Dixon V. Herring, Leon County commissioner; Introduction of guests; address of the president, Joe F. Hammond; Discussion of county problems; address by Executive Vice President Harold Colee of the State Chamber of Commerce and appointment of committees.

At the morning session Friday, guests from other organizations and other States were introduced; State Highway Engineer J. H. Dowling delivered an address; Andrew Stevenson, executive assistant to the operations vice president of the War Production Board gave an address and there was a discussion of county problems.

Friday afternoon, at the closing session, the resolutions and legislative committees made their reports; there was a discussion of legislative needs, the election of officers; reports by special committees; general association business; the resolutions were put to a vote

and the newly elected officials were inducted.

The County Attorneys' Association, meeting on Friday, held a luncheon at the George Washington Hotel and afterward a round table discussion of county legal problems.

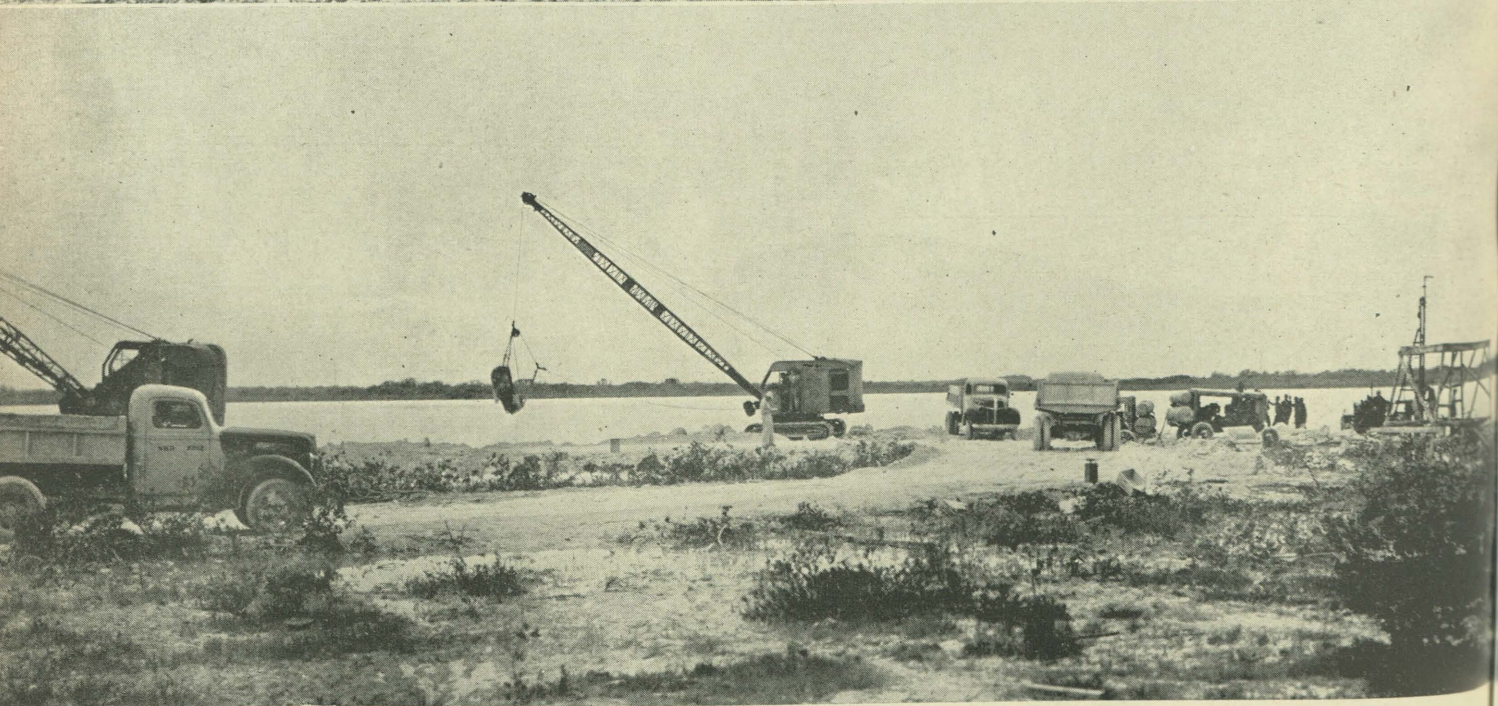
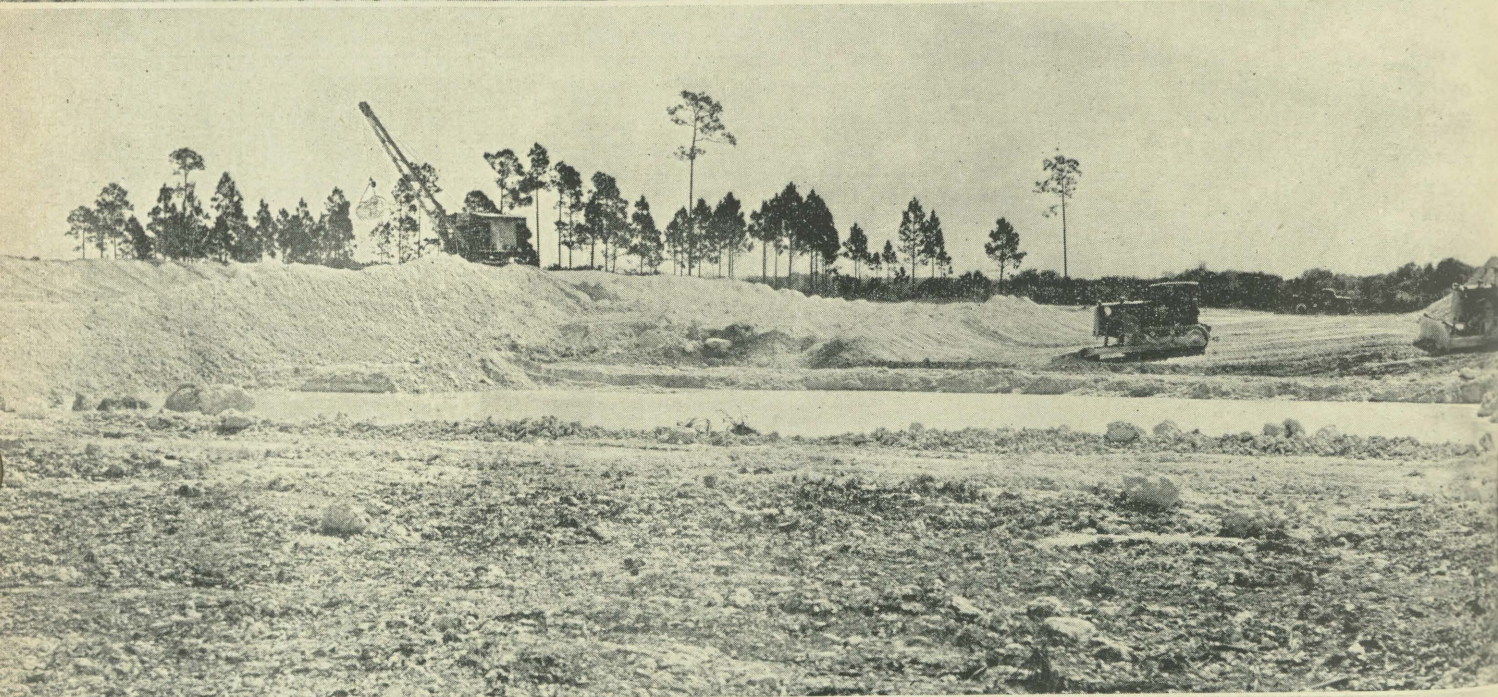
Convention hosts were members of the board of county commissioners of Duval County: Tom Marshall, District 1; Ray Greene, District 2; J. F. Hammond, District 3, chairman of the Duval County board and association president; Robert D. Gordon, District 4, and W. Howard Belote, District 5—joined by Elliott W. Butts, clerk of court; J. Henry Blount, county attorney; Arthur N. Sollee, county engineer; Robert A. Mills, secretary of the board of county commissioners; Bert M. Hooper, purchasing agent; and Alvie C. Tucker, superintendent of the prison farm, all of Jacksonville.

El Capitan, huge granite block in Yosemite National Park, is three times as high as the Empire State Building.

Group scene of county commissioners attending opening session. Registration totaled nearly two hundred commissioners and guests.









# Building A Road Across The Sea . . .

**C**ONSTRUCTION OF THE streamlined Overseas Highway from Homestead to Key West completed this year by the State Road Department of Florida, with the cooperation of the Federal Public Roads Administration, was one of the largest and most difficult and certainly the most unique highway building job in the history of America.

The story of this gigantic road-building feat begins properly with the construction of the Overseas Railway by Henry M. Flagler. Begun in 1905, the Key West extension of Flagler's East Coast rail-

By JOHN KILGORE

way was completed into Key West in 1912 and Mr. Flagler rode the first train into that island city on January 22. The rail line included 91 miles of roadbed crossing the string of keys between the mainland and our Nation's southernmost outpost. On the route were 34 railway bridges constructed, for the most part, of unreinforced concrete made of cement, limerock and sand, mixed with salt water.

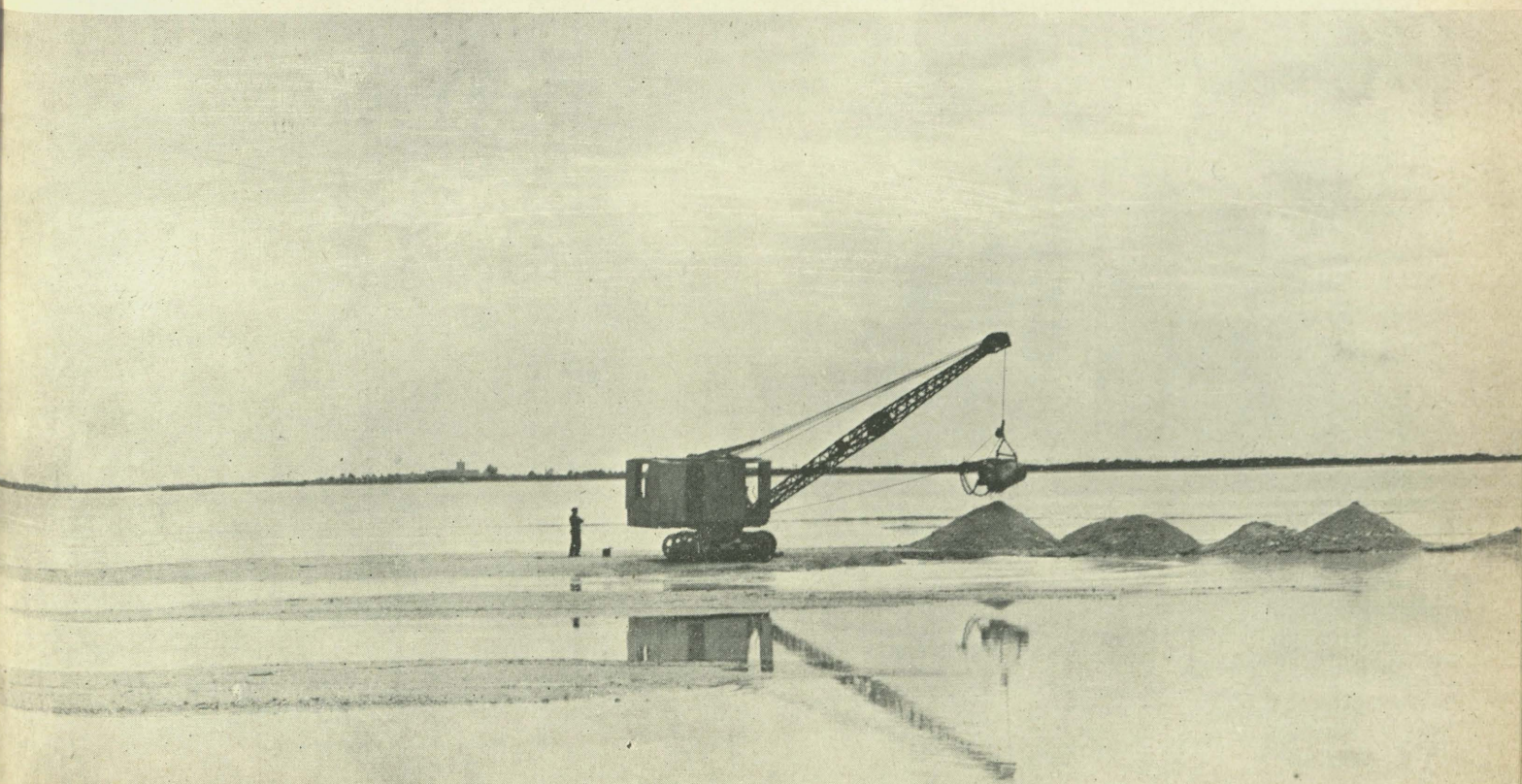
After 23 years of use the railroad was destroyed when large sections of it were swept away by the 1935 Labor Day hurricane. Plans began to take shape immediately to use the old roadbed and bridges to advantage. The Overseas Road and Toll Bridge District sold \$3,600,000 in bonds in 1936 and bought 122 miles of the railroad right-of-way from Florida City to Key West for \$640,000 and cancellation of \$300,000 in State, city and county taxes. This left approximately \$3,000,000 for construction. The State and Federal

governments completed the project. Considering that Flagler is believed to have spent \$48,000,000 building the roadbed and that the most costly bridges remained intact, the sale price and subsequent expenditures can be regarded as providing Florida with a modern highway to an important port city and the Nation with a vital artery linking to the mainland the Gibraltar of America at nothing short of a bargain price.

The new Overseas route replaces a road, bridge and ferry link with the mainland built in 1928 by Monroe County with the proceeds of a \$3,000,000 bonded indebtedness. The old route consisted of 40 miles of highway from Key West to No Name Key and 60 miles of highway from Florida City on the mainland to Lower Matecumbe where it connected with the other road by 40 miles of ferryage. On the section from Key West to No Name Key there were 23 long timber bridges of narrow roadway and light load capacity. On the other section of highway there were seven bridges of light timber construction and a long crossing of

**Shown here are three scenes illustrating the method of mining limerock from borrow pits along the right-of-way of the Overseas Highway across the Florida Keys. Above, an air compressor is being placed for the purpose of drilling holes for blasting operations to loosen the material. Along the roadside is piled muck and marl for the shoulder. Center, a dragline in the background is loading trucks and at the right bulldozers are operating. Below draglines are removing limerock and loading it into trucks. Most of the material required for the project fortunately was found close at hand on the keys and had to be transported for only short distances to make it available for road construction. This greatly decreased the cost of constructing the highway and increased the speed of construction.**

In this view a dragline is shown removing limerock from a submerged area and piling it into stockpiles for drying before it is loaded into trucks for transportation to the road construction job where it will be compressed, scarified and recompressed to form the base of the newly aligned highway across the Florida Keys, following the roadbed and right-of-way of the Overseas railroad.





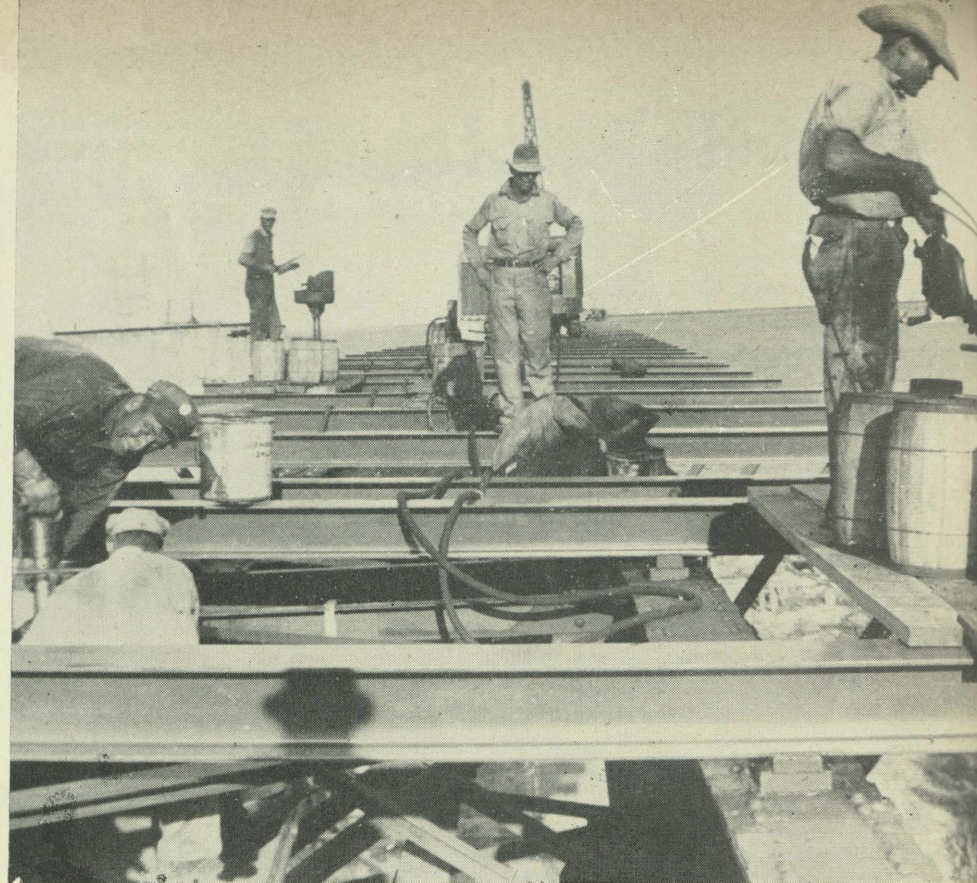
Card Sound by drawbridge. A State Road Department survey made in 1928 indicated that it would cost \$16,000,000 to bridge the 40-mile ferryage gap.

The Overseas Road and Toll Bridge District improved 32 miles of the old railroad bed as a toll highway—14.8 miles from Lower Matecumbe Key to Grassy Key and 17.3 miles from Key Vaca to Big Pine Key, and including modification of the seven-mile concrete viaduct between Knight's Key and Little Duck Key. These operations, carried out in 1936 and 1937 under the direction of B. M. Duncan, engineer and manager of the toll district, eliminated two ferry points on the road.

There remained more than 100 miles of poorly aligned, winding road of narrow width across the keys and many obsolete wooden bridges of light load capacity.

The State Road Department in 1936 constructed, with its own forces, a two-mile causeway and three bridges between Upper and Lower Matecumbe Keys.

Outbreak of war intensified the need for a modern well-aligned highway between the mainland and Key West but increased the problems of construction. Materials and manpower were difficult to assemble and many contractors, busy with war contracts, were unable to bid on a project which necessitated special housing arrangements for workmen on the keys,



Steel I-beams are being placed in this view of operations on the bridge which was reconverted by the Overseas Road and Bridge Toll District. This operation differs from that on the bridge reconversion handled later by the State Road Department.

many unusual hazards and other stumbling blocks.

Wartime traffic, made necessary by the important military and naval installations on the keys, required immediate construction as a part of the war effort. Pursuant to the request made by military

authorities to the Public Roads Administration, a conference was held January 20, 1942 in Tallahassee. At this conference an agreement was made between the Federal government and the State Road Department for financing the

(Continued on page 33)

Bulldozer and plow mining limerock from a dry borrow pit. The plow at left foreground is scarifying the rock after which the bulldozer at center is piling it for loading into trucks which will transport it to the job. Wet and dry borrow pits furnished rock.



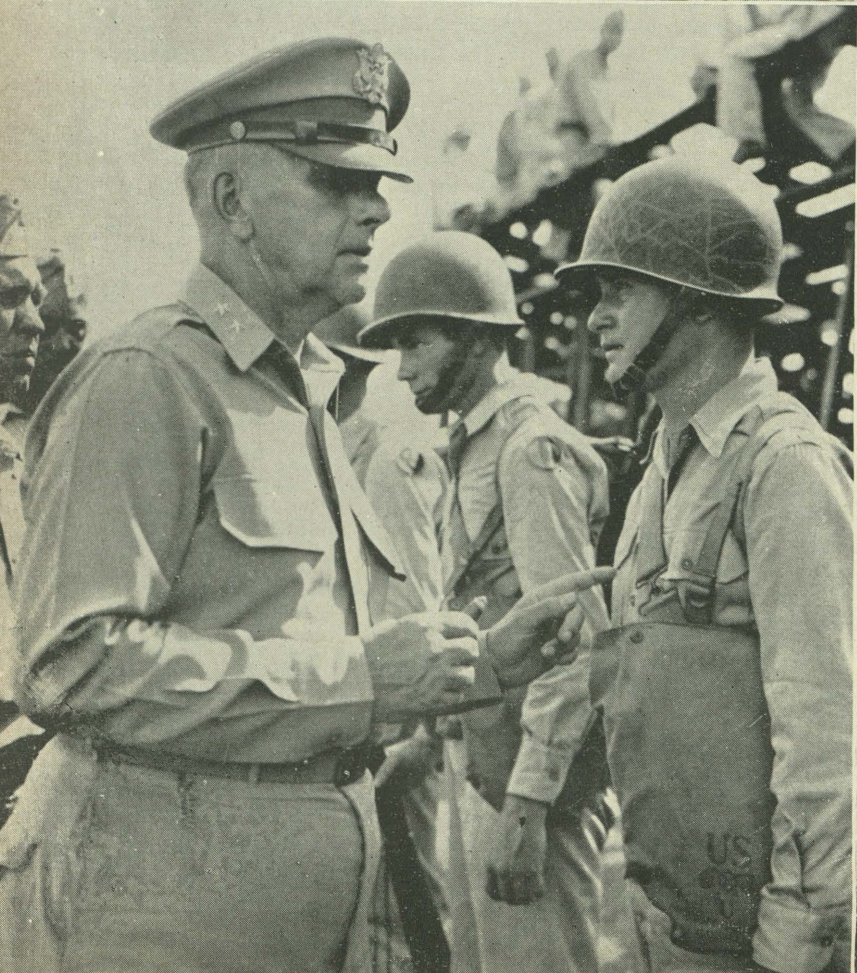
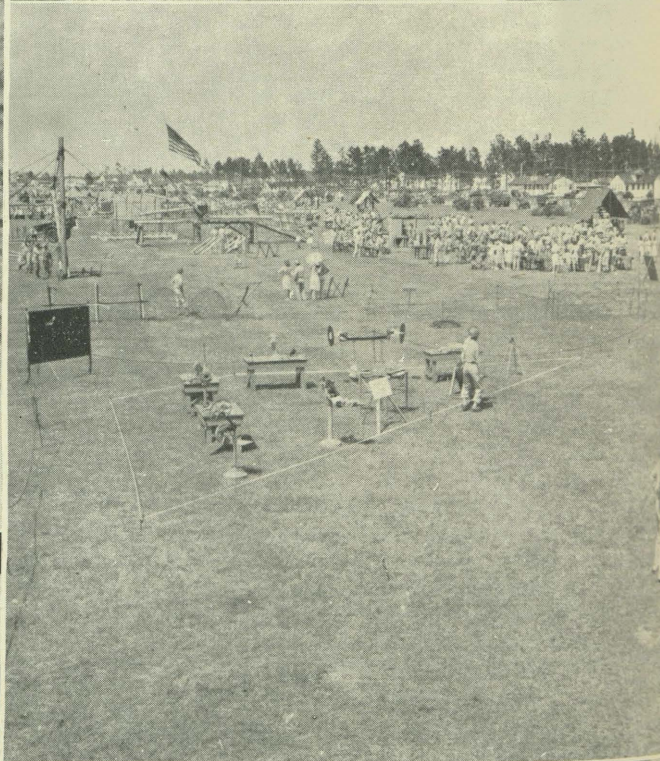
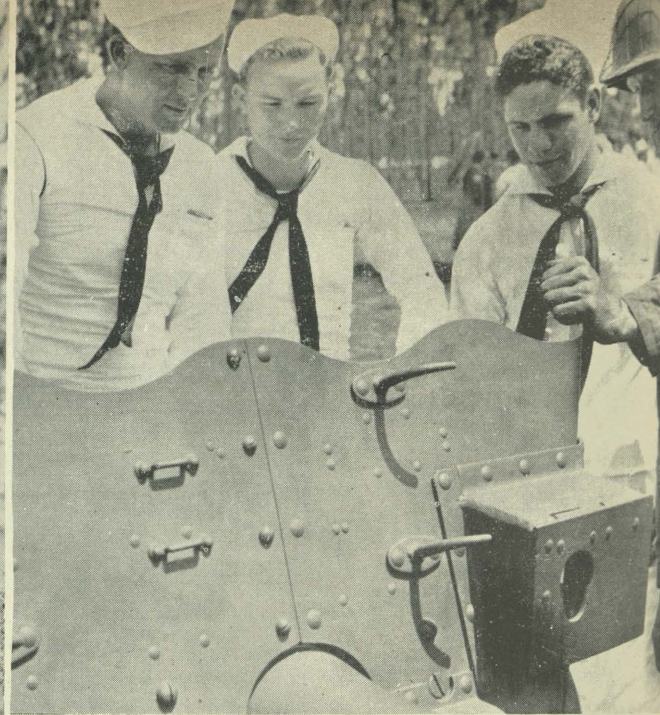


# County Activities and Personalities . . .

- P**LAN OF THE city of TAMPA to re-construct a dam across Hillsborough River to augment the city water supply was approved by HILLSBOROUGH commissioners. Plan must now be approved by State and army engineers.
- BRADFORD commissioners put up \$2,500 toward operation of CLAY-BRADFORD health unit.
  - S. M. Preacher was appointed as attorney for the county by WALTON commissioners, succeeding Thomas D. Beasley.
  - Unlawful fencing by cattlemen across public roads came to attention of HIGHLANDS commissioners who adopted resolution warning offenders.
  - Fly traps at cost—\$4—were offered to the public by DADE County through the health unit.
  - J. E. Creech, State superintendent of prisons brought poor condition of PALM BEACH County jail to attention of commissioners.
  - Allotting \$25,000 for a detention home for juveniles, DADE commissioners took steps to improve conditions of holding delinquents.
  - LEON commissioners allotted \$7,500 for the county health unit.
  - Commissioners of NASSAU put \$20,000 into War Bonds.
  - Commissioners of BROWARD County increased budget by \$20,650 and bought \$75,000 in War Bonds.
  - HILLSBOROUGH commissioners budgeted \$1,350 for venereal disease control. City of TAMPA will match this fund.
  - Citizens of SILVER BLUFF joined in a resettlement plan to segregate negro housing in DADE County.
  - A. A. Hendry of Jensen, was appointed superintendent of county roads and bridges and purchasing agent by MARTIN commissioners.
  - Cash on hand of \$605,876 was reported to PINELLAS commissioners.
  - C. Sweet Smith, BREVARD commissioner, was chairman of the twin-city committee which obtained the COCOATITUSVILLE airport of 750 acres, dedicated as a U. S. Navy tactical training center.
  - Monroe Memorial Hospital, OCALA, was budgeted \$5,000 by MARION commissioners.
  - Complaints were aired before PINELLAS commissioners of food served and other conditions at county TB unit.
  - Interest is being shown by ORANGE commissioners in Highway 22 from coast to coast and in central Florida water conservation. Board has budgeted conditionally \$3,500 for water surveys.
  - Problem of rebuilding the bridge across Santa Rosa Sound is faced by ESCAMBIA commissioners.
  - False homestead exemption claims worry HILLSBOROUGH and other commissioners.
  - GILCHRIST commissioners bought a new road machine—Trojan Utility Patrol from Florida-Georgia Tractor Co., for \$3,193.
  - Proposal that a county agent be employed for HAMILTON County is before commissioners.
  - PALM BEACH County tax roll is up \$2,000,000, partly due to Murphy land going into private hands and partly to increase in improved farms.
  - County inventory is being taken for, ESCAMBIA commission.
  - L. F. Cawthon, State prison supervisor, reported BAY County jail in good condition.
  - Assistant Auditor W. Y. Mickle reported HILLSBOROUGH finances in good order.
  - Money used as evidence in the Hy-sler and Baker murder cases was turned over to DUVAL County. It consisted of \$2,171 in a bundle of bullet-pierced and blood-stained bills.
  - Wife of an inmate complained to BROWARD commissioners of food and other conditions at Haven of Rest, county home for the needy.
  - Key West Municipal Hospital will receive \$11,000 each from city and MONROE County. Hospital is now nearing completion on Stock Island.
  - A full-time pathologist will be hired by DUVAL County to make autopsies and laboratory tests for law enforcement officers.
  - State has been asked to give HILLSBOROUGH County 210 lots west of downtown Tampa for park and playground use.
  - PALM BEACH commissioners are interested in reviving canal transportation for Everglades vegetables.
  - HILLSBOROUGH commissioners budgeted \$9,800 for the County Defense Council, allocating \$2,300 to East Hillsborough (Plant City).
  - State Attorney Stanley Milledge persuaded DADE commissioners to purchase police radio for his investigator and to continue to pay his salary pending a taxpayers' suit. Milledge had to agree to reimburse the county for the \$350 a month investigator's salary if the taxpayers' suit results in preventing the payment. Miami Herald saw in this action of the board, "one of those ludicrous bits of official buck passing that irritate the public while giving them a laugh."
  - Road workers were laid off in ST. LUCIE County until Oct. 1 when all funds budgeted for labor were spent.
  - Support of the VD clinic was withdrawn by COLUMBIA commissioners. Members of the medical society held this a distinct set-back.
  - An airport is a MADISON County post-war project.
  - No provision was made in the PALM BEACH budget for continuation of the functions of the County Resources Development Board. Increases of \$10,000 each were made for mosquito control and the county park program.
  - Plans for unified post-war planning for DADE County are taking shape. Civic groups met with commissioners who will name a new committee.
  - The University of Georgia offer was accepted by HAMILTON commissioners who budgeted \$200 for a water survey under one expert and a group of student surveyors.
  - Assessed valuations in LAKE are up \$277,930.
  - The project at the ORANGE County stockade produced 2,000 pounds of pork for which 40 cents a pound was refused and hogs which were sold for \$1,000. Feed includes 40 acres of corn, a cassava crop and garbage from Orlando restaurants. The pens now hold 200 head.
  - Assessments in HIGHLANDS County are up \$537,202.
  - County commissioners of HILLSBOROUGH developed writers' cramp signing deputy bonds for hundreds of Tampa Shipbuilding Co., guards recently released from Coast Guard to sheriff's jurisdiction.
  - For drainage of sections of Highway avenue—State Road No. 1 sections into Cedar Creek, DUVAL commissioners budgeted \$6,000.
  - A Galion 101 Diesel motor grader was bought by DESOTO County for \$6,599.
  - M. H. Sharpe, Bushnell, nominee for the commission from district 4, was appointed by Governor Holland to fill the unexpired term on the SUMTER commission of W. E. Crum, who resigned to enter the armed forces.
  - Blood bank at Tampa Hospital provides plasma for county home and hospital in HILLSBOROUGH at greatly reduced cost.
  - Auditor F. O. Taylor, Jr., found SARASOTA County fiscal affairs in good condition.
  - ORANGE County assessed values are up about \$500,000.
  - Beach road is being improved by FLAGLER commissioners.
  - A forest project covering 150,465 acres of fire control, as submitted by the Florida Forest and Park Service is

(Continued on page 31)







# Civilians See Army From Inside . . .

**I**NFANTRY DAY, June 15, set aside by the War Department as a day on which to do special honor to the "Queen of Battles" will be long remembered by over 5,000 visitors to Camp Blanding from all parts of Florida and the Nation. On that thrilled-packed afternoon the civilian guests obtained a brief glimpse of what the infantry learns in 17 weeks of dust and sweat and aching muscles.

By CPL. LEW LUSTER

The Infantry Day program, as planned by Brig. Gen. L. S. Connelly, assistant commander of the Infantry Replacement Training Center was like a giant three-ring war circus.

At Stewart Field, Camp Blanding's huge parade grounds, each of the Infantry Replacement Training Center regiments set up a booth. They demonstrated firing methods of the heavy weapons, use of mines, handling of communications, the use of the flame thrower, the fiery 57-mm anti-tank gun, the bazooka, the rifle grenade and many other weapons of modern warfare that are being used for the first time in this war by the infantry.

Of great interest to everyone was the demonstration on the preparation of dehydrated foods. Before their eyes, housewives saw powdered tomato juice become a fresh, cooling drink. Beets, potatoes and other vital foods regained their normal size and appearance

under the ministrations of skilled GI cooks.

The booth displays included exhibits by chaplains, special services, WACs, training of clerk typists and a popular area where the weary rested and were served home-made (or rather soldier-made) doughnuts and orange juice.

On conducted side tours of the several firing ranges, crowds of men and women saw fatigue-clad trainees crawling through barbed wire entanglements on the infiltration course, or proceeding in orderly waves under rifle and machine gun fire and landmine explosions in a tactical capture of a model French village.

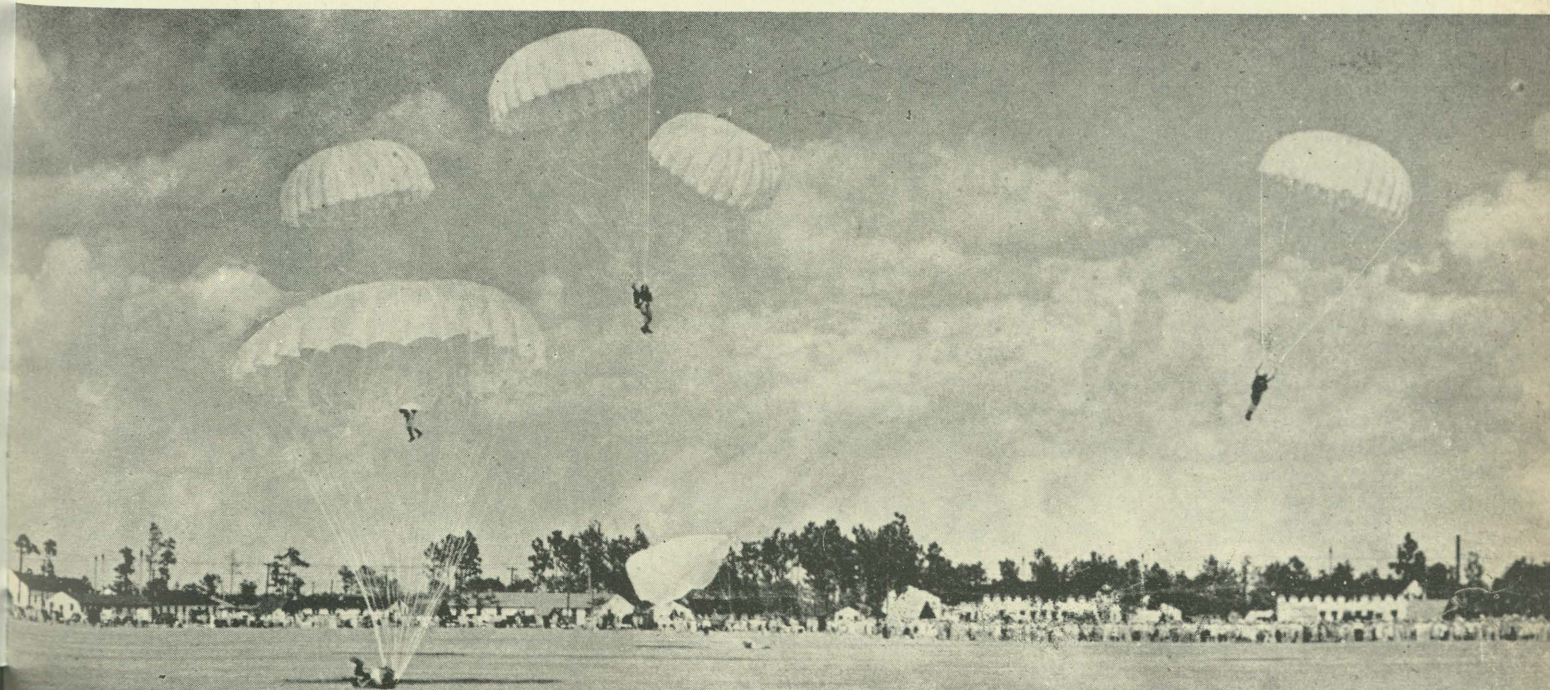
The day's big show was opened by a band concert and the program included entertainment by a GI band, a ceremonial parade, talks by Maj. Gen. Harry W. Hazlett, Chief of Army Ground Forces Replacement and School Command at Birmingham Ala., and Brig. Gen. E. W. Fales, Infantry Replacement Training Center commander.

Spot-jumping by 24 paratroopers

(Continued on page 29)

**IN INFANTRY DAY**—Left above, slightly under-age lieutenant colonel and his Mom look gingerly down the cold, hollow eye of the Army's famous Garand M-1 rifle, basic combat weapon of the infantryman; below Major Gen. Henry W. Hazlett seems to be advising the infant trainee always to take care of that gas mask—recently returned from a tour of world battlefronts, General Hazlett is shown here completing troop inspection. Right above, a tough buck corporal explains the fine points of his baby, a 57-mm anti-tank gun, to a group of tars—members of other branches of the service were generously sprinkled among the 5,000 visitors; center, part of the spacious parade grounds where demonstration booths were set up to show operation of equipment; below, Mrs. Jean McLemore (center) accompanied by Mrs. John F. Moore (left) of Washington, D. C., and Mrs. Dan Mitch of New York, learn from Sgt. Richard Kempston how to operate the infantry's 57-mm anti-tank gun. Mrs. McLemore wrote a column on the event for her syndicated feature in which she is pinch-hitting for her husband, Pvt. Henry McLemore.—Official U. S. Army Photos.

**WAR BIRDS FROM MARS**—Swinging with the greatest of ease from their airy nylon umbrellas, part of a contingent of 24 paratroopers from the 464th Parachute Field Artillery Battalion, Camp Blanding, thrilled thousands of spectators at the big Infantry Day exhibition. The paratrooper at the top center of the picture felt that he was approaching the ground at too rapid a pace, so deftly opened his auxiliary 'chute, to float down in a graceful, easy landing.—Official U. S. Army Photo.

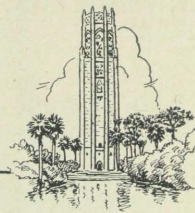






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# IT HAPPENED IN FLORIDA . . .

**B**ECAUSE THE salt content of its well water is increasing, SARA-SOTA is considering a project to tap the Braden River for a soft water supply.

★ Alonzo Cothron and Berlin E. Felton leased Marine Gardens at Windley Island near KEY WEST for 99 years at \$99,000 to D. J. McDonald. On the property are three elliptical and two round lakes of crystal clear water which have been stocked with crawfish, angelfish and other varieties. Colored parrot fish two feet long have been seen in one of the lakes.

★ At TAMPA the U. S. District Attorney filed a libel in rem to condemn 150 bags of grits containing weevils and Federal Judge Barker signed orders for destruction of two lots of drugs declared misbranded.

★ Coast Guardsman Rafael Domingues of MIAMI believes 13 is a lucky number. He's a member of CG Rescue Cutter No. 13, with a crew of 13, commanded by a skipper born on Friday, the 13th. They sailed for the invasion of Normandy in a convoy of 13 LSTs and returned after 13 days in the battle area. The "Luck 13" was the target for several "near misses" and was repeatedly strafed by enemy planes but made many rescues and towed disabled landing craft.

★ Screen Actress Gail Patrick resumed her honeymoon at MIAMI with Navy Lt. Arnold Dean White after the bridegroom spent five days in restriction to quarters for absenting himself without leave for the JACKSONVILLE wedding ceremony.

★ Charges of "politics" in MIAMI, VD control activities were made by service representatives at a session of public health and military officers.

★ Homes were being sought in ST. PETERSBURG for two 'teen-age girls who came there from KEY WEST because they thought it would be a nice place to live. Police found them intoxicated.

★ Five girl employes of a TAMPA dairy were burned on the face and body by ammonia fumes when a machine blew a line. Two were released after emergency treatment but the other three were hospitalized.

★ Held at MIAMI for probable sale at auction are 64 pounds of bobby pins, 180 pairs of rayon hose, 84 dozen brassieres, and 29 rayon slips seized by Federal authorities on the charge that the value of packages was greater than that declared.

★ At TAMPA the city nursery had

a give-away day with three plants available free to each "customer."

★ A thief broke into a ST. AUGUSTINE garage, sorted tires, selected two of the right size, took nothing else.

★ At MIAMI Mrs. William Lovelace crawled under her house to get a litter of new-born puppies, became lodged in a narrow aperture, was rescued by police in a semi-conscious condition for lack of air, was given first aid.

★ G. Bowden Hunt of BARTOW, new president of the Florida Probation Association, named Millard Davidson, superintendent of Florida Industrial School for Boys, Marianna, as chairman of a special committee to prepare and present to the next legislature a standard juvenile court law for Florida.

★ Experiments are being conducted at CLEARWATER to develop the best type of groin to prevent erosion from Gulf waters.

★ Efforts are being made in JACKSONVILLE to develop the furniture making industry there.

★ All three Nazi prisoners who escaped from Florida camps were captured. When arrested one of the prisoners said they had been eating "field mais." A reporter took this to mean "field mice" and so reported. It later developed that the prisoner used the German term for "field corn." Good story—while it lasted.

★ At CLEARWATER a 3-year-old girl fell from a moving sedan when the door jarred open. The mother leaped from under the wheel to the street without bothering to stop the car, which was halted by a pole. The mother gathered the child in her arms, returned to her car, drove away.

★ At KEY WEST, Thelma Strabel Godwin, author of "Reap the Wild Wind" sold her home because, according to courthouse reports, she had been bothered by noise at a nearby negro bathing beach.

★ A memorial, which may take the form of an auditorium is planned at ST. PETERSBURG to commemorate the birth of commercial aviation when Tony Jannus started his famous airline Jan. 1, 1914 between that city and TAMPA.

★ Check of war marriages in PINELAS County indicates that at least 83 percent of marriages involving service personnel survive the first crucial year.

★ Thugs took Sponger Ben Felton "for a ride" robbed him of \$100 at KEY WEST.

★ Claim to first place in starting war veteran education was made for MIAMI when the University of Miami registered three veterans from Savannah for a course in business administration under terms of the GI bill.

★ Closing of the post office substation at MIAMI SHORES aroused citizens and city fathers who laid siege to Postmaster Hugh Emerson and Congressman Pat Cannon.

★ Lured to the cell of a girl prisoner, a city jailer at LAKE LAND was found locked in her place the next morning and the prisoner, her sister and his keys, conspicuous by their absence.

★ Chicken raising has been banned in MIAMI SHORES.

★ R. T. Daniel, Jr., of Oklahoma, filed suit at MIAMI charging that his father, R. T. Daniel is being held prisoner in a hotel and his \$3,000,000 estate being plundered.

★ New trial was ordered by the State supreme court for Joseph D. Murray, charged at KEY WEST with contributing to the delinquency of a minor.

★ W. W. McEachern, for 13 years president of the Union Trust Co., at St. Petersburg bought controlling interest of the Barnett National Bank in FT. LAUDERDALE, was elected president and changed the name to the First National Bank.

★ Juvenile delinquency has increased in PINELLAS by 20 percent, Probation Officer Al Rogero reported. The increase, he said, is not unusual in the idle summer months.

★ There is no malaria in KEY WEST, the Citizen of that city says, because the malaria-carrying type of mosquito does not breed there.

★ D. H. Morris, LARGO fire chief, lost the sight of his left eye when a fish hook was embedded in it on a fishing trip.

★ Kiwanians at FT. MYERS were awed when rattlesnakes were milked by Marshall Bishop, snake expert and former member of Yale University's zoological department, as part of their weekly program.

★ Eight judges have presided over phases of the litigation over the estate of Mrs. Letitia V. Graham at TAMPA. This figure does not include the six judges of the Florida supreme court.

★ Army officers of the Third Air Force praised TAMPA's war on disease-carrying mosquitoes. Inspectors were trained for a house-to-house canvass and housewives were urged to cooperate with them. TAMPA also provided a mobile unit for its campaign against rats.

★ Little beer is offered for sale at WINTER HAVEN since OPA ceiling prices were made effective.

★ County Judge Jack White at CLEARWATER ruled out proxy marriages unless both contracting parties

(Continued on page 30)



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# FLORIDA FOURTH ESTATE

## Protecting Property and Industry

**O**IL PROSPECTORS are looking to the south shore of Lake Okeechobee as a potential source of supply. The Ohio Oil Company has leased the drilling rights on 150,000 acres around Clewiston from the United States Sugar Corporation.

President Bitting of the corporation, has been careful in making the lease to protect the agricultural potentialities of the area.

"Improper methods of exploration and development might well result in injury to the agricultural potentialities of the region," he said. "The Everglades is the greatest agricultural resource in the Nation, and that resource must be protected no matter how alluring may be the prospects for oil, gas and minerals."

That is the sane and safe position to take in regard to all oil explorations, anywhere in Florida—protect the interests of citizens and property owners and guard against injury to the development of other industries.—Tampa Morning Tribune.

## Nothing to Prevent

**T**HE AMERICAN Automobile Association has come up with a three-pronged drive to save automobiles and auto tires from a worse beating than they should have to absorb in wartime. The AAA wants:

(1) The WPB to give cities and towns a high priority for road maintenance equipment;

(2) Idle road equipment of the military services to be made available to cities and towns for restorative work on damaged pavements and hole-pocked streets;

(3) The United States Conference of Mayors and the Council of State Governments to sponsor a national "clean-up week"—object: to clear streets of broken glass, jagged stones, nails and other debris destructive of tires.

Nos. 1 and 2 depend upon Washington. But there is nothing in the third to prevent Miami officials from seizing the initiative and going all-out on their own.—Miami Herald.

## Objectors

**T**HOSE PERSONS who think that all conscientious objectors must be yellow may be pleasantly surprised to learn that these objectors are making an important contribution to preventive medicine by volunteering to be human guinea pigs. More than 100

men in three concentration camps have submitted to inoculation in experiments, which medical authorities hope may produce effective means of combating influenza and pneumonia.

This Nation does not require that any man be forced to fight if it is against his moral principles. Such a belief, however, does not relieve him of his share of the responsibility in helping to win the war. We are glad that some of these objectors willingly accept that responsibility and gladly risk their lives to save rather than to kill others.—Miami Herald.

## Rosy Picture

**G**ENERAL MANAGER William S. Johnson of the Jacksonville Chamber of Commerce painted a most optimistic picture, in an address to the Propeller Club, last night, of our port, air and rail destiny in the post-war world. We have many natural and special advantages, he pointed out.

Then he added:

"In our opinion the port of Jacksonville will need to be on its toes if it is to get its fair share of the business.—Jacksonville Journal.

## Milledge and the Bench

**F**ROM HALF a dozen sources have come reports that State Attorney Stanley Milledge was being actively urged for appointment as judge of circuit court to succeed the late Arthur Gomez.

We asked him about it.

"I am not a candidate for the office and would not accept it if it were offered to me," he said. "I feel that the office to which I was elected, and the manner of my election, imposed a particular obligation and responsibility upon me. Until I have discharged that responsibility fully no other inducement is a temptation to me."

Which is hollow comfort for the sources from which sprung the reports.—Miami Herald.

## Public Records

**D**ISPUTES WHICH have arisen from time to time between citizens of State, county or municipal officers in charge of public records, where access to such records has been denied, should not arise again since the Florida supreme court decided a case a few days ago that came to it from Dade County. The high court affirmed ruling of the Dade County circuit

court that any public record is a public document which any responsible citizen has the right to demand access to.

In this case the trouble lay between a citizen and a city official who for some reason seems to have denied the citizen access to a public record. Said the supreme court: "Citizens of a municipality are the stockholders, and its officers nothing more than agents."

The opinion, written by Justice Terrell, said in part: "To say that the agent can deny the right of the stockholders to inspect and make copies of the records of the corporation, would give countenance to the very evil that Jefferson warned against in his famous aphorism, 'Every government degenerates when trusted to the rulers of the people alone.'—Bradenton Herald.

## Shortage of "Boy Friends"

**A**N UNPRECEDENTED situation exists in these United States, according to Census Bureau report issued a few days ago.

There are now in this country only 1,700,000 single civilian males between the ages of 20 and 34; and there are 4,000,000 unmarried females in the same age bracket.

"It is the war," of course; but the disparity in the sexes has produced an appalling scarcity of "boy friends"—not enough to "go around" among the 4,000,000 single girls.

Still, despite this census report, we have noticed here in Tampa that the young men in the armed services are making up for the shortage of civilian eligibles or companions. The usual set-up here is two or three soldiers to one girl, instead of two or three girls to one soldier. As for the unmarried male civilians, it seems that there aren't any. Seldom, if ever, do we see a girl with a nonuniformed fellow. Maybe the service boys have the civilians cowed or outmoded.

We'd now like to see a Census Bureau report on the comparative number of young unmarried service men and young unmarried women. In Tampa we believe the males would have a large majority.—Tampa Morning Tribune.

## Still Second

**A** SPECIAL CENSUS Bureau report gives Jacksonville metropolitan area a population jump of 36,000 in the three wartime years between April

(Continued on page 31)



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## SCENIC HIGHLANDERS

(Continued from page 10)

will build the road as fast as funds permit.

"We must bear in mind, however," said Dowling, "That Florida's present \$200,000,000 investment in existing highways of the State must be protected, and that our first consideration must ever be the repair and maintenance of those ways which are now carrying the traffic.

"The Federal government has indicated the contemplated use of 40-ton transports up to 68 feet in length as a wartime necessity. We must be prepared to keep our roads in condition under this type of usage. How much help we will get from Federal sources for such maintenance, we do not know. Nevertheless the repair and maintenance must be continued to preserve our investment. More than 2,300 bridges in the State occupy much of our attention. Some must be replaced with concrete structures heavy enough to carry the loads. These are of primary importance.

"Nevertheless a highway such as Route 19 is needed in central Florida to augment the routes along the east coast and west coast. The beauty of the highlands and the lakes must be made accessible to visitors, and you have a right to look forward to the completion of Route 19 and to the realization of your dreams. The route passes through three congressional districts and it can be expected that the congressional representatives can be depended upon for needed support as far as Federal funds are concerned.

"We are looking forward to the final decision with regard to the Federal regional highway plan for post-war involving the expenditure of anywhere from a billion and half dollars of Federal funds up to three billion dollars.

"Of this amount designated for use nationally, Florida will need \$168,000,000 to accomplish the goals we have in mind. We may get only half of that amount. Whatever is allotted to Florida, together with appropriations for Federal-aid highways, must be taken into consideration with re-

gard to such important projects as your U. S. Route 19 and its importance to central Florida.

"While the State Road Department has not yet been consulted in highway plans developed from traffic flow surveys in Florida, we are confident that before Federal money is spent here, the State Road Department will be consulted on proposed routes."

President Dewell, John D. Clark of Waverly, former president of the Florida Farm Bureau, J. A. Whiting, chairman of the Bee Line Highway Association, and other officials of the Scenic Highlanders were enthusiastic over the news of Route 19 progress and expressed their appreciation of the enterprise and wholehearted cooperation of the State Road Department, not only on the Route 19 project but also on Route 8 and other improvements.

"We take this opportunity to express our gratitude to Chief Engineer Dowling for his kindness in coming to our meeting and for the valuable information he has brought to us. He has given the Scenic Highlanders great encouragement and shown us progress that most of us have not dreamed of. We regard the Silver Springs meeting as one of the most important gatherings we have ever held. We are particularly gratified by the presence of Mr. Caldwell and feel confident he has secured firsthand information that will give him a clear, concise picture of our ambitions with regard to the future welfare of central Florida.

"It was not our desire to ask the governor-elect for any commitments, but we are honored to have him with us."

The governor-nominate did not speak at the meetings, but at their conclusion he outlined his position on the Florida highway situation in a statement which indi-

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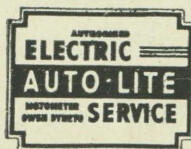
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cates by its wealth of facts and figures, a familiarity and interest that augurs well for the future.

Orange Blossom Trail Association, supporting a central Florida route, held a separate meeting at which delegates elected officers and voted to meet again in Avon Park to work out a definite program.

Officers elected are A. C. Slaughter, Orlando, president; Dick Pope, Winter Haven, vice president; Ed Hasti, Sebring, secretary-treasurer.

John A. Whiting, Tampa, president of the Bee Line Highway Association, which supports a direct route from Tampa to Miami, said his group would line up with the others.

John D. Clark of Waverly, chairman of the Scenic Highlanders water conservation committee, presided at a meeting at which the problems of drainage and water table maintenance were discussed. Speakers on this subject were H. A. Bestor, U. S. Sugar Corporation engineer; John Ford, Orlando, secretary of the Florida Farm Bureau, and Warren Roberts, editor of the Orlando Sentinel. Chairman Clark appointed a committee of Bestor, Roberts, Ford, Ed Higgins of Sanford and himself which met and brought in this recommendation:

"That this body as Central Florida Inc., realizing that their own water problems are tied up with other areas, to invite other groups, communities and areas to join at a conference to be called by it at an early date to plan a coordinated program toward solution of Florida's flood control and water conservation problems."

At the conclusion of the final meeting, John D. Clark of Waverly, asked for a rising vote of appreciation to W. C. Ray and W. M. Davidson and Peter Schall of the Silver Springs executive staff for the outstanding Scenic Highlanders meeting of the organization's history. Among those present were:

Millard Caldwell, governor-nominate, Tallahassee; Ed Straughn, associate of Caldwell; J. H. Dowling, chief engineer, State Road Department, and Mrs. Dowling; C. Fred Ward, Winter Park, member

State Road Department; John D. Clark, Waverly, chairman, water conservation committee, Scenic Highlanders; Dave Curtis, secretary, Tampa Chamber of Commerce; J. A. Whiting, president, Bee Line Highway Association, Tampa; John Maxcy, citrus grower, Frostproof; P. E. Williams, president, Florida Cattlemen's Association, and Mrs. Williams; John Ford, Orlando, secretary, Florida Farm Bureau; A. C. Slaughter, Orlando, secretary Greater Orlando Chamber of Commerce; Payne Sebring and family, Sebring; A. H. Stafford and Mrs. Stafford, Waverly; Milo Ebert, Polk County commissioner and Mrs. Ebert; State Senator King, Mrs. King and son of Winter Haven and Polk County; L. L. Stuckey, Pahokee; Mr. and Mrs. John Stafford of Babson Park; Warren Roberts, Orlando, editor, Orlando Morning Sentinel.

Col. and Mrs. Gerald Pierce, Lake Wales; Paul Joyce, Haines City; Earl Hartt, Avon Park; W. M. Woolsey, Lakeland; W. H. Shafer, Tampa; Mr. and Mrs. Russell Kay, Tampa; Mr. and Mrs.

John J. Spencer, Haines City, secretary, Scenic Highlanders; Senator Johnson of Lake County, Leesburg; R. D. Pope, Winter Haven, president, Cypress Gardens; Chas. Lanier, Avon Park; Mayor Ed

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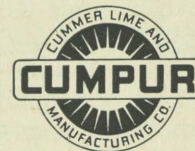
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George G. Ware, banker, Leesburg; Sid Kilgore, Leesburg; John Clark, Leesburg; Dr. W. M. Holland, Leesburg; Sam P. Harn, Gainesville, secretary Chamber of Commerce; Al. Combs, Gainesville; P. C. Keeter, Gainesville; H. R. Stringfellow, Gainesville; Fred Allen, Sr., Lake City, secretary, Chamber of Commerce; O. K. Holmes, Blanche Hotel, Lake City; Ed Gardner, West Palm Beach; Mr. and Mrs. Ben F. Field, Orlando, representing Orlando Morning Sentinel; State Senator Wallace Sturgis, Ocala and Marion County; State Representative Carl Curtis, Ocala and Marion County; J. H. Craggs, Carl Rose, J. E. Walker, L. B. Thrasher, Landis Blitch, Bruck Meffert and Horace Smith, Ocala.

Judge and Mrs. R. T. Dewell, Haines City, president, Scenic Highlanders; Luther Jones, Belle Glade, grower and owner Belle Glade Herald; W. G. Smith, Tallahassee, Florida Portland Cement Co.; Ralph Arey, Tavares, secretary Lake County Chamber of Commerce.

#### CIVILIANS SEE FROM INSIDE

(Continued from page 21)

into the crowded parade field was the crowning thrill of the day.

A sidelight on the show was related by a Jacksonville newspaperman. "The pay-off of the whole Infantry Day celebration at Camp Blanding," said the Jaxon, "came when the staff car carrying a group of newspapermen to the simulated French village of Vinterre, out on the combat range stopped beside a group of sweaty, denim-clad infantrymen taking a five-minute break along the line of march.

"A reporter called out to the sergeant in command 'Where's the French village?' Came the answer 'Down the road a piece. Say, what's going on back at camp? Is this a holiday or something?'"

China is planning its own post-war automotive industry. The program calls for initial annual production of one vehicle for every 12½ miles of road, or a total of 2,600 vehicles on China's 32,500 miles of road.

#### FLORIDIANS FOCUS THEIR EYES ON THE FUTURE

(Continued from page 7)

flat-footed for free enterprise. His statements, to be found on another page of this issue, merit attention.

It is encouraging too to note that Governor Spessard L. Holland has built up a goodly sum of reserves for post-war construction and that Governor-designate Millard Caldwell has shown during and since the primaries a keen and enlightened interest in post-war plans. A statement by the next governor of his thinking on post-war highway building also will be found in this issue.

It is our suggestion to officials of all units of government that all haste be

made in getting our houses in order to receive peace. We must not be found unready and unprepared.

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## IT HAPPENED IN FLORIDA

(Continued from page 23)

are in contact by instant means of communication.

★ Careless picnic parties leaving refuse on Davis and Gandy causeways cause concern in TAMPA and ST. PETERSBURG since lifting of tolls make the causeways popular recreation centers.

★ Accidentally shot by a .22 rifle in the hands of his cousin, Donald Vowell, 11, 3-year-old Dale O'Quinn was killed at BRADENTON.

★ Popular Jo Paris, secretary to seven MIAMI city managers, quit her job to become secretary of Congressman Pat Cannon.

★ Tampa Electric Co., has renewed its application for generating equipment to provide a 50 percent increase in capacity at a cost of \$1,600,000.

★ "Chippy" a cunning little Brazilian monkey was stolen from the lake-front zoo at KISSIMMEE.

★ Enrique Edward Ortega has been declared sane and capable of standing trial for assault with intent to kill his divorced wife and Oscar Cuesta, attorney, in a shooting at Centro Espanol in TAMPA.

★ Ringling Bros. and Barnum & Bailey circus returned to SARASOTA scarred by the disastrous Hartford fire and the State, which indirectly has a part interest in it, pushed plans to clear up assets so that the Ringling art museum may be taken over, clear of debt, by next year.

★ Top officials of MIAMI and DADE County conferred on concerted action against flies and rats.

★ Rear Admiral Walter Stratton Anderson has become commandant of the Seventh Naval District and commander of the Gulf Sea Frontier with headquarters at MIAMI. Captain H. H. J. Benson, acting commander since the detachment of Rear Admiral William R. Munroe, remains as chief of staff.

★ A gang of youthful hoodlums has been terrorizing "owl" bus drivers at MIAMI.

★ TAMPA Shipbuilding Co., became the first large shipyard in the Southeast to receive the Army-Navy E pennant.

★ Seventeen persons were arrested in MIAMI BEACH for appearing on the street too briefly clad.

★ Jack Simmons, president of the Elberta Crate & Box Co., and popular TALLAHASSEE civic leader was appointed to the Florida Forest and Park Service by Governor Holland, suc-

ceeding A. G. McArthur of FERNANDINA who resigned some months ago to become State senator.

★ Sally Weaver, 16, was restored to the home of her grandparents after spending a day and a night while police and hospital attendants checked her "loss of memory" story, after which she admitted a hoax.

★ A proposal is under consideration in JACKSONVILLE that parking meter receipts be used for a million and a half dollar recreation center between the bridges in SOUTH JACKSONVILLE.

★ Auxiliary police, organized under the DADE County Defense Council, were praised in the Daily News at MIAMI for services in reducing crime, protecting parks and lonely streets and preventing destruction of parking meters. Civilian Protection Digest of Washington credits the MIAMI auxiliary police with 100 arrests and 100 percent batting average on convictions. Auxiliary police and auxiliary firemen, serving as volunteers without pay contribute much to Florida's safety in the wartime period of manpower shortage, overcrowding and excitement. Major General Albert H. Blanding is State director of these services.

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## COUNTY ACTIVITIES AND PERSONALITIES

(Continued from page 19)

being considered by VOLUSIA commissioners.

■ BROWARD commissioners rented a safe deposit box to keep \$75,000 in War Bonds and set a hearing Aug. 7 on a proposed five percent budget increase for post-war reserves.

■ Halifax Hospital Board asked for no increase from the VOLUSIA commissioners.

■ Rats and flies occupy attention of DADE and Miami authorities, with citizens insisting that something be done.

■ Jim Burden ORANGE tax assessor refused homestead exemption to alien residents.

■ Commissioners of VOLUSIA filed an answer to the Volusia No Liquor League which is seeking a local option referendum. Commissioners set forth that required number of signatures were not on petition and that a court injunction prohibits the election.

■ Commissioners of PINELLAS budget \$1,000 to be matched by Federal government for water surveys.

■ MANATEE County assessment roll is up \$994,016.

■ A surplus of \$125,000 is carried over which will permit a slight reduction of millage for MARION County.

■ A new HILLSBOROUGH courthouse is projected to cost \$1,000,000. A 3-mill levy will be made in 1944, 1945 and 1946 to produce the building fund. Plans may follow DADE's, with a jail on the upper floors.

■ Ollie Roberts was appointed HARDEE sheriff by Governor Holland, succeeding Sheriff W. Blocker Whidden who resigned to devote more time to his groves and farm.

■ Margaret W. Doss was appointed LAKE assessor to succeed her husband, J. Phillip Doss who died.

■ PASCO County tax roll shows an increase of \$566,957, due largely to redemption of tax certificate lands and revival of Murphy lands.

■ Auditor W. R. England found LEE County fiscal affairs in sound condition.

■ Special primary has been called Sept. 5 to nominate BAY County judge. Judge Carl S. Russ died recently and Governor Holland appointed Joseph Bailey, assistant State attorney and former legislator to fill the unexpired term.

The Department of Commerce says tests of rubber sample taken from a London street, which was paved with rubber about three years ago show the street is holding up in excellent shape. A section of a busy street in northern England which was paved with rubber 11 years ago is said to be in good condition today.

## FOURTH ESTATE

(Continued from page 25)

1940, and November 1943. Duval County figures were set in the report at 208,542 in April 1940; 244,169 in November 1943.

The Jacksonville Chamber of Commerce immediately questioned the findings, claiming that the bureau's estimate for Duval is too low. The chamber made an estimate of 285,000 as of September 1943, based on employment increases, ration cards and other data.

Maybe the Census Bureau is wrong. But even should the chamber's estimate be closer to the facts, that still leaves Jacksonville's "metropolitan area"—interpreted by Jaxonians as all Duval County—in second place in the State. Dade is still at the top.—Miami Herald.

### Car of the Future

THERE IS A place in this country for a light high-wheeled, sturdy automobile of simple design that can be sold for a few hundred dollars, that will make 25 to 30 miles on a gallon of gasoline and that anyone of a little mechanical ability can keep in repair.

Many people of limited means would be potential purchasers of such a car. It would travel the average country road in all sorts of weather, would bring home the groceries and trans-

port the old folks to church and to visit their friends and the families of their children.

Such a car should sacrifice speed and deluxe trimmings for sturdiness and dependability, and should sell under \$500. It should have a roomy trunk at the back. The engine should be so installed that it could be removed by loosening three or four bolts and a new one or reconditioned motor could be installed while repairs were being made, the same as is now done with a car battery. Repair shops would carry extra units an owner could use while his own motor was being overhauled.—Punta Gorda Herald.

### No Kidding!

Robert St. John, the author, was standing in the lobby of the NBC studios, in Chicago's Merchandise Mart where his luxuriant beard attracted considerable attention.

A woman visitor asked a page the identity of the owner of that hirsute splendor.

"That's St. John," she was told.

"Um-m," mused the visitor, turning again to the beard. "Here for the Baptist convention, I presume."—Clewiston News.

### Et tu, Eleanor?

Mrs. Roosevelt, the democratic com-

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mittee announces, is not expected to attend the Chicago convention. What, has she got to be drafted, too?—Ft. Myers News-Press.

#### Delay

The AP reports that Russia is making it as difficult to obtain a divorce as it is in the United States where applicants sometimes have to wait until the next term of court.—Ft. Myers News-Press.

#### Distinction

After spending a couple of hours with President Roosevelt, Vice President Wallace says they didn't talk politics. Of course not. They just discussed the science of government.—Ft. Myers News-Press.

#### Inexpensive

A man, visiting a house for the first time, found that his host was the father of three wild children. The latter made so much noise that the visitor found it difficult to hear a word that was said.

One child was busy ripping the upholstery out of a brand-new divan. A second lad was driving nails into an expensive table, and the third was swinging gaily from a chandelier.

The bewildered guest eyed the youngster who was driving nails into the furniture. He turned to the host. "I say," he said, pointing to the boy with the hammer, "don't you find it rather expensive to let your children play like that?"

The host smiled proudly. "Not at all," he replied cheerfully, "I get the nails wholesale."—Montreal Star.

#### Accident Cost

Senator Barkley tells a New York audience that since our entry into the war industrial accidents have cost four times as many man-hours in war production as strikes. Up to the first of this year industrial accidents had caused 7,000 more deaths than battle casualties. The toll last year was 50,000 killed, 5,000,000 injured, with 450,000,000 man-days, lost since Pearl Harbor.—Miami News.

#### Inflation

The Democrat of Wichita, Kansas, reports that a family there habitually paid 50 cents to an Indian for a pail of blueberries. But one day last summer he upped the price to \$1.00. "Why?" he was asked. "Hell of a big war some place," was the laconic reply.—Key West Citizen.

#### A Woman's World

In the current state of emergency, there will be ample opportunity for

women to prove their worth—in industry they can equal the men, and on the stage, they can outstrip them.—Winter Haven Herald.

#### 30 Below Above Florida

Editor O. A. Brice of the Lake Wales News was sitting in his office huffing and puffing the other hot afternoon when a bomber pilot walked up to his desk and engaged him in conversation.

Before Editor Brice could get settled down to normal conversation, he took time out to cuss the weather. The bomber pilot smiled and explained that on that very day he had been in weather that was 30 degrees below zero.

Where? Well, 25,000 feet above Polk County.

If you find the humidity a little discomfortable these June afternoons, send your imagination aloft in a bomber for some 30-below freezing.—Lakeland Ledger.

#### Army Coffee

The mess sergeant noticed that one of his recruits had consumed four cups of coffee and was starting on his fifth. Seeing added work if too many men got the same idea, the sergeant decided to nip such an attitude in the bud by remarking a bit bitingly:

"Say, you must like coffee!" "Sure do," came back the nonchalant private. "That's why I'm willing to drink so much hot water to get a little of it."—Glades County Democrat.

The Office of Civilian Defense recruited more than 185,000 volunteers during 1943 to aid forest rangers on a part-time basis.

## Highway Patrol Report Shows 23 Killed

The Florida Highway Patrol reports for the month of June 1944 23 people were killed, 6 of whom were pedestrians. 12 were killed in rural areas and 11 in cities.

518 persons were arrested during the month, of which number 282 were arrested for drunken and reckless driving.

7,656 drivers applied for driver's license examinations, but 761 of these failed to pass the examination.

181 driver's licenses were revoked this month and 25 suspended. The majority of these were for drunken driving.

In 1942 and 1943 steel replaced 559,000,000 pounds of non-ferrous metals in Army ordnance specifications.

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## BUILDING A ROAD ACROSS THE SEA

(Continued from page 18)

cost of the project. Also an agreement was entered into between the Public Roads Administration and the State Road Department for the supervision and construction of the project. Under this plan the State Road Department was authorized to let contract for all or part of the said project in order to speed up the completion of the same. The total cost of the completed Overseas Highway was in excess of \$8,500,000, of which \$4,900,000 was war-time construction under supervision of the State Road Department.

In general charge of all State Road Department operations on the Overseas project was E. C. DeGarmo, assistant State highway engineer. N. S. Emery, division engineer, was in charge of contracts and M. V. Moore, A. K. Small, C. E. Jackson, Kirby Storter, George Butler, W. C. Carter and N. R. Sack were resident engineers, and E. C. Clenny general superintendent. R. B. Smith, senior highway engineer, was in general charge for the Public Roads Administration. All work was done by or under direction of the Florida State Road Department, Thomas A. Johnson, chairman; J. H. Dowling, State highway engineer; E. S. Fraser, bridge engineer, and C. P. Datson, head of plans and surveys.

The old highway right-of-way was abandoned because it was cheaper to follow the railway bed and also because the railway route provided better alignment and a shortening of the mileage by 17 miles from Florida City to Key West.

Cleary Brothers received the contract for conversion of 18 concrete arch railway viaducts between Big Pine Key and Key West and construction of a 35-ft. span concrete girder-type bridge at Harris Gap to replace an existing timber railway trestle. The contract covered the new bridge and 21,675 lineal feet of viaduct conversion to a 22-foot roadway section. Conversion was accomplished by cutting beam seats in the viaduct spandrel walls 10 to 12 inches deep and by anchoring to them I-beams of 12 and 14 inches, depending on the amount of overhang.

Elaborate precautions were taken to protect the steel I-beams from deterioration. The contractor installed roller runways to move the 2,110 beams, each weighing 1,000 pounds, from stock piles through sandblasting, priming and fabric covering. To seat the I-beams, 4,122 notches were cut in

the walls. In these operations, 2,128,000 pounds of I-beams, 2,012,000 pounds of reinforcing steel and 24,460 square yards of concrete pavement were placed. The beams were membrane waterproofed between the outside faces of the spandrel walls and protected with Themec red and black paint on the overhang. The overhang slabs, 6 feet 9 inches to 7 feet eight inches from inside face of spandrel wall to outside line of curb were cast on each side. A reinforced concrete pavement slab was placed between the overhang slabs on the earth fill.

The road department designed a new type of wheel guard and hand rail, using only one rail, for this project, which greatly improved the appearance of the bridges. Work was started on this bridge construction and reconversion project August 1942 and was completed March 3, 1944.

The reconverted bridges varied in length from 34 to 4,433 feet and in width from 12 feet 10 inches to 14 feet 6 inches from out to out of spandrel walls, supported by a series of plain concrete barrel arches varying in span length from 16 to 25 feet. In the reconstruction work, the old rails and ties were removed from the top of the limerock fill between the spandrel walls. The 22-foot concrete roadway thus provided was designed for H-15 loading. The old rock fill had become very hard with age. Coarse aggregate for the concrete work was crushed key limerock obtained from a pit at Big Pine Key. This material, Lake Wales sand and Portland cement were mixed with fresh water from a pipe line. The concrete was manufactured with a paver moving ahead as the work progressed over the rock fill, placing the concrete in the forms direct from the paver. Transverse expansion joints were provided above every second beam, on or about 21-

foot centers, and dummy joints at all other beams. The inner edges of the cantilever sections were tied to the spandrel walls by 3/4 inch bolts on 5-foot centers. Drainage from the deck was provided by 4-inch holes in the slab along both edges of the roadway, between the steel I-beams.

Cleary Brothers Construction Company of West Palm Beach, also received the contract for building the Jewish Creek bridge. The structure

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is a double-leaf bascule bridge on piers embedded in rock. The contract included earth approach fills and automatic traffic barriers. An interesting problem developed on the Jewfish bridge when one of the four trunnion shafts, 16 inches in diameter and 8 feet long, could not be brought to seat in the steel collar bolted to the main trunnion girders. After a day and a half of unsuccessful attempts, ice water was pumped through the two-inch bore of the shaft for three hours while the collar was being heated. The shaft was then jacked into position. In order to reduce the use of steel, the main span was floored with treated timber but the structure was so designed that this can be replaced, when desired, with open steel flooring. The machinery is operated electrically with power supplied by a gasoline-driven generator in the machinery room on the bridge. Work was started in July 1942 and the project was completed May 16, 1944.

The State Road Department constructed, with its own equipment and supervision, three concrete girder-type bridges on timber piles at Tavernier, Snake and Teatable channels. The 24-foot-wide reinforced concrete decks were designed for H-20 loading. In constructing the pile bents for these bridges it was found necessary to punch holes in the underlying rock to provide sufficient penetration. In addition to these bridges, the State Road Department directly constructed 42 miles of highway paving between Florida City and Key Largo and between Big Pine Key and Key West consisting of short stretches of pavement between 19 bridge sections. This required considerable supervision and transfer of material. This pavement consisted of a 22-foot surface with 7-foot shoulders placed on the old railway alignment.

Grading operations across the keys consisted of widening the old railway fill to permit construction of the pavement. The old fill had been built by dumping pit oolitic limestone and covering it with wet marl which became dry and stable with age, as slope protection. The new fill consisted of wet marl and oolitic limestone in amounts governed by local conditions. The marl was made available by draglines working at borrow pits along the right-of-way. Limestone, which was usually covered with a few feet of marl, was also obtained from borrow pits located near or under water. These substances, being saturated, were relatively soft when first quarried and easy to work. Trucks delivered the limestone from the borrow pits to the

job where it was sprayed and mixed in about 1-foot layers by patrol graders.

After the sub-base was thoroughly compacted the pavement was constructed, starting with 6-inch oolitic limestone and key rock borrowed from flooded pits, spread by patrol graders and rolled with tractor-hauled equipment to break up the large stone and compact the thickness to 4 inches. The second layer of the same substance was then added and compacted to 4 inches and then the material was scarified to a depth of 6 inches by power graders and recompacted with heavy rollers.

After continued wetting and rolling with 3-wheel 10- to 12-ton rollers the base course was allowed to dry for 10 days after which semi-solid asphalt, applied by pressure distributor, and crushed rock rolled with a 5-ton tandem, completed the sub-surface. The wearing surface was completed with another application of asphalt and 3/8-inch rock screenings rolled into place.

Slopes of the fills were covered with a few inches of marine marl and in some locations, where exposed to wave action, a layer of large stone was added from a point a few feet above normal tide level to the toe of the slope. At all other points a splash wall was

built along the toe to prevent erosion.

Groves, Lundin & Cox of Minneapolis, entered into a sub-contract with the State Road Department in April 1943 for two sections of roadway totaling 42 miles—11.685 across Key Vaca and Grassy Keys and 30.315 miles from Lower Matecumbe to Key Largo. The specifications and construction of this pavement were similar to those of the work done by the State Road Department.

The completed Overseas route was opened to traffic and dedicated by Governor Holland on May 16 at a ceremony described in the June 1944 issue of the Florida Highways magazine.

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## U. S. OFFICIAL FOR

(Continued from page 11)

sons or 8.5 percent while certain Mid-west States have declined 10-15 percent, and New York State over 7 percent. In Florida the increase is estimated as 120,000, or 6.4 percent.

A second shift is that to metropolitan centers. This is evident in practically all parts of the country. Most large cities are bigger and many cities are now large ones. As you know, this is true in Florida where Jacksonville has increased 16 percent, Miami 10 percent, and Tampa-St. Petersburg area 11 percent. In Florida, however, this metropolitan increase has not been at the expense of the nonmetropolitan areas.

A fourth characteristic is that of the dependence of a large segment of the civilian population upon military activities distinct from manufacturing. This is pronounced in the South, of course, where training centers, yards, naval stores and other activities are located. I believe that it is in this category that Florida has been more affected. While employment directly in manufacturing has shown little increase apart from shipbuilding, I am informed that the increase in all non-agricultural employment has been sufficiently pronounced that Florida is fifth on the list of all States in its relative change from prewar.

Other internal changes undoubtedly suggest themselves to you, such as the effect of the war upon smaller business enterprises.

It is one of the paradoxes of the current program that its demands for even greater aggregate production should also lead to scattering spots of temporary unemployment. You yourselves have seen that the changing character and fortunes of war give rise to different equipment requirements. This has been true as we licked the submarine menace and our escort vessel program gave way to one for landing craft as we approached the offensive, as we changed the types of aircraft to suit the theaters of operation, or as we learned of the need for different and heavier types of artillery, of renewed need for tanks.

If our preparations prove adequate and our prayers are answered, we hope, of course, that one of our enemies may soon be knocked out. But the war will not be over, though part of the victory is won. Continued production for a concentration on war will be required until the other enemy is defeated. At the same time, part of our economy must speedily return to peace. The problems of the interim period between the defeat of one enemy and the defeat of the other are likely to be much more perplexing than those following the ultimate defeat of Japan.

Indeed, it is an anomaly that while the effect upon the Nation of the transition from war to peace may be sof-

tened by the fact that this time—unlike the last—it presumably will be in stages, the difficulties of administration will be enhanced because we must give attention simultaneously to pursuit of war and conversion to peace. This is the period when you, and all representatives of government, both local and Federal, will be required to exercise forthright, independent and fearless judgment, among all the conflicting interests of local communities, States, regions, industries and persons who must continue with full attention to war production and those who will and must quickly reengage in peacetime pursuits.

A continuance of the strict wartime centralized controls into the post-war period merely for the sake of planning or regimenting the economy back by peacetime production seems unthinkable. Nor should they be employed in the interim period between the collapse of Germany and the defeat of Japan to any greater degree than that necessary to insure the continuing war production programs.

When the day comes that the military requirements are substantially reduced, restrictive controls will be removed wherever and as quickly as possible. The prime responsibility for speedy resumption of civilian production must be that of private industry freed from these controls. The responsibility of local and Federal government, of wartime and demobilization agencies, must be that of enacting and administering whatever enabling legislation may be required to permit individual initiative, ingenuity and incentive to accomplish this goal and to ease whatever shock there may be in this period.

It is in this light that the Federal agencies are preparing their plans. The War Production Board has re-

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voked and proposes to revoke restrictions on material use as promptly as the various supply and demand situations warrant. It is currently working out procedures whereby material surpluses may even now be used where this will not impair the war program. It has already provided some exceptions from its restrictions for small business enterprises and has under consideration with other agencies procedures whereby any manufacturer may engage in civilian production where this can be done without interference with war production through use of critical facilities, materials, components or labor.

In cooperation with the procurement agencies, the board has set up procedures for clearance of all proposed cutbacks where fitting attention may be given both to the individual interests and the public interest involved. The procurement agencies have prepared revisions of their current supply programs to be put into effect with the collapse of Germany. They are preparing to advise their contractors the amount of the proposed reduction so each contractor can plan with respect to his own reconversion problems.

The board is preparing now to authorize materials for certain experimental and development work so manufacturers will be in better position to start production. It is also preparing to advise contractors to place orders for tools which will be required for civilian production and will authorize the machine tool manufacturers to build the tools when capacity permits. Plans are now in progress whereby manufacturers also may arrange for the purchase of tools in plants now owned by the government. In addition, the board is already prepared as to the procedural streamlining which will both adequately protect the requirements of the continued military and essential needs and afford the relaxation, when possible, of present limitation and conservation orders and of now complete material control.

The Federal government has been active also in consideration of appropriate enabling and policy legislation. A comprehensive statement of the fields covered is contained in the short report issued by the senate special committee on Post-War Economic Policy and Planning, of which Walter George is chairman, and your own Claude Pepper a member. The fields in which legislation is pending or proposed include:

1. An office of War Demobilization to coordinate the work of all Federal agencies dealing with demobilization.
2. Provisions for the speedy settlement of war contracts and prompt clearance from plants of government machinery and inventories so the reconversion job may go forward.
3. The orderly disposal of surplus war property.
4. Assistance to and cooperation with the States in providing adequate

unemployment insurance coverage for the transitional period.

5. The preparation of plans for public construction projects to serve as a cushion in the transitional period, involving determination of the relative participation of the State and Federal government in such projects.

6. The stimulation of post-war residential housing construction.

7. Assistance to workers in retraining or in territorial relocation.

8. A tax program to provide stimulation of reconversion.

9. Expansion of foreign trade.

10. Elimination of monopoly and trade barriers.

This discussion, I hope, will better permit you, yourselves, to determine what you will be called upon to do in the transitional days ahead. Certainly, you can determine the exact nature of your roles much better than I. There are several things, however, which I might specifically suggest in all sense of humility.

First, I should think you would wish to make a thorough study of your prospective budget. Unexpended funds on hand owing to deferred purchases or work these past few years or recent

receipt may well not be indicative of what lies ahead. A fairly comprehensive study of your individual county seems pertinent.

Secondly, you undoubtedly will want to have ready just what things you want to do. You represent one of the great sources of employment and consumer purchasing power through your

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expenditures for goods, for highway maintenance and equipment, for community projects. It would be unfortunate were the day to arrive when people were free to engage in such activities, or facilities and materials were available for them, if any indecision on your part were to defer their immediate employment or utilization. Decision as to what should be done and in what order can be made now.

Third, the details of the first things you intend to do can be worked out now and the procedural hurdles, if there are any, taken care of now. What I have in mind is something more definite than just "we'll put back our highways first, we'll build a new school we have needed, we'll put in a new water system, we'll build that road over to so and so, or we'll enlarge our jail." Whatever it is, it ought to be sufficiently worked up so that it can be put into effect immediately, if needed. By that, I do not mean that all of these necessarily should be taken off the shelf when the time comes, but if there is any need for some of them to help adjust the communities' employment problems, they should be ready for prompt action.

Fourth, yours may be the area of only temporary wartime boom or of wartime recession which may be permanent. There is no sense in community improvement of what may be a ghost area. You have an obligation accordingly to be interested in the future of the enterprises in the county before you embark on any such public expenditure. Inasmuch as under the "controlled referral" plan, which went into effect nationally on July 1 low ceilings may be placed on employment in civilian enterprises to assist the wartime requirements in the area, which would have the effect of shutting down or cutting back civilian production, it also behooves you to lend every effort to seeing that the wartime industries are adequately staffed.

Fifth, orders for some of the equipment you have wanted but been unable to purchase could be placed wherever possible or it is proper to do so. Your purchases, too, reflect in the prosperity of other communities, and if their military cutback finds no off-setting orders from you and others they may suffer lay-offs before getting started again.

Sixth, consideration should be given by you to any matters in your own province, such as taxation or trade barriers, which would act as any brake upon your own, your neighboring States, or the country's ability to meet the challenge of this full employment goal. In this connection, I believe your State is no more guiltless than my own in the matter of inspection fees, licenses, and similar burdens on interstate commerce.

Lastly, I urge upon you a retention of your concern in your State and the

country as a whole. You understandably are interested in your own county. The war, however, has caused adjustments which could not but have varying results in different places. The readjustments from war will likewise be great and difficult. If every one of your 67 counties and the 3,000 in the country concentrates solely upon itself with blind and unsympathetic disregard of the problems faced by the other counties, the post-war prosperity of the permanent kind we want to see is just that much more difficult for any of us to attain. The accomplishments of these past years since Pearl Harbor are indicative of what a united people can achieve through cooperative effort. The transition to peace will require no less mutual undertaking.

In this spirit, let us continue to prepare ourselves for the troublesome days ahead. The steps which we take in government to help assure an orderly transition from war to peacetime production will create a confidence in the future that will let industry concentrate on the fulfillment of the wartime job without which the peacetime one cannot come.

## OUR NEXT GOVERNOR

(Continued from page 9)

available. Our policy, therefore, should be to get maximum value from the expenditure of that money—to get a full dollar's worth of road for every dollar spent. On that basis we must work to stretch the money we have as far as it can be made to go—so that the people of the State will receive the full benefit of it.

I hope to reach some conclusion which will lead to a distribution of the new construction funds on a sound and business-like basis designed toward a well-rounded system of highways. I will maintain an open mind and devote thought and attention to the problem during the next few months.

The two lower pockets of the Army's newest combat uniform hold nine Army hand grenades each. Formerly these grenades had to be strapped on with tape or carried in sacks.

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# Retired Army Officer Experiments With Semi-Tropical Plantings . . .

By MARY GILCHRIST  
Garden Club Press Chairman

IT IS UNFORTUNATE that many who come to Florida to make it their home do not regard it as a promised land full of unknown horticultural possibilities. They sigh, rather, for the fleshpots of their Northern homes and want to try their luck in introducing ailanthus and apple trees. Here they are in a semitropical region in which they might attempt the riches of the tropics and instead they plant lilac bushes. They need someone to teach them to orientate their outlook as home gardeners.

Fortunately there are a few such leaders in the State and Col. William R. Grove is one of them. He has a 200-acre estate in which about 50 acres are in cultivation, situated over 15 miles south of Sarasota. Of course, in that latitude he can attempt some things impossible here. But the major portion of his plant material could be grown here.

Recently a small party including Mr. and Mrs. Joseph Crevasse, Mr. and Mrs. Frank Walmsley, Mrs. B. W. Robbins and Miss Hazel Spence visited Colonel Grove's estate and he conducted them through his groves and plantings. It was educational in the highest degree. Our city boasts of two bearing litchi trees. Colonel Grove has 1,000, not all bearing as yet. He is a great believer in the economic value of this fruit. There always is a steady and growing demand for the lychee fruits by the Chinese and all others who become acquainted with it.

Colonel Grove has experimented with the trees on various types of soil such as low pine land with moisture underneath, in muck soil and in plain sand. The only section where the trees have not flourished is in a place underlaid with limestone rock. As yet no disease has affected these trees, no insect pests have troubled them. He fertilizes them in the same manner as his citrus trees, save that the lychees require organic matter in the soil. Some of his trees have borne crops of 100 pounds of fruit. The price this year has been 75 cents per pound. The trees are most ornamental. The foliage is a bright, glossy green, the new growth tinged with red, resembling the new shoots on mango trees. The fruits are covered with a watery, leathery skin that peels off easily to reveal the white, juicy flesh with the juiciness of a grape, deliciously sweet. The fruits resemble big strawberries.

The party lost no time in helping themselves to muntingia fruits. This is a fruit tree particularly suited to a

small home garden. It is a quick-growing tree, not too large in size, that will fruit within two years from seed. It is native of tropical America that adapts itself to light, sandy soils. Though it, no doubt, would require protection when young, it is fairly hardy when mature. There are two type, one with red, the other with pale-yellow fruits. No difference was noted in the flavor. Muntingia calabura is the botanical name while capulin is the common one. Another fruit well-liked by the group was the grewia, an acid fruit about the size of cranberries.

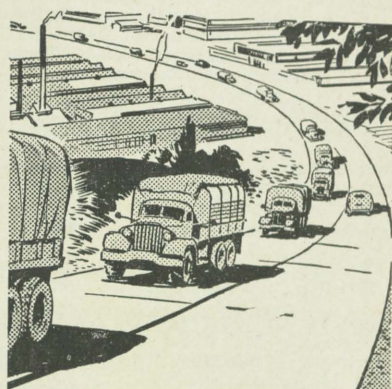
Mrs. Walmsley has introduced the rangpur lime in her garden and has enjoyed the fruits though there is a disposition on the part of some to criticize its flavor. Colonel Grove has a number of trees of this lime, finding a ready sale for it at soft drink places where it is more in demand than any other lime. It is said to be more hardy than the true lime varieties. The main crop matures in the fall and winter months. The Orlando tangelo is, also, planted in quantity by Colonel Grove.

Among mangoes Colonel Grove's choice is the Saigon. This is from Indo-China and was introduced by Dr. David Fairchild. Both it and the Philippine mangoes are said to be better suited to our Florida climate than the types from India. They set fruit more freely and are not so badly affected by wet weather during the period of bloom. The fruits, however, do not have the attractive coloring of the Haden. The Saigon mango is well suited for the home garden, as it is a small tree compared with the usual type.

Some of his fruiting shrubs and trees were most spectacular, such as a fig tree and a relation of the jabo-ticaba with clusters of fruits hanging directly to the trunk of the tree. Then there was one that Colonel Grove called his blackberry jam fruit because when the fruit, about the size of a loganberry, was cut open it resembled jam. The Natal orange, the most nearly spherical of any fruit, whose flesh was most repulsive to the sight, appearing brown and rotten, is said to be edible. Then there was one tree that attracted attention, the Krishna Bor, belonging to the rubber family. The large, prominently veined leaves are distinctly twisted into the

shape of a cup. It is regarded with superstitious awe by the natives of India.

The half has not been told. We leave to your imagination the teak-wood with its huge leaves, the wampi, favorite of the Chinese; the allspice shrub with its aromatic leaves; the Rhodesian mahogany; male and female cecropia; the true rubber tree, hevea Braziliensis, and a rangoon creeper whose color was more brilliant than any in local gardens.—St. Petersburg Times.



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# Transactions of Meeting of Florida State Road Department

## HELD AT TALLAHASSEE JUNE 19

Pursuant to agreement, the State Road Department held its 2nd Quarterly meeting for 1944, at Tallahassee on the 19th day of June, with the following attendance:

Thos. A. Johnson, Chairman, Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; W. A. Kratzert, Maintenance Engineer; N. A. Bryan, Jr., Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Engineer Research and Records; C. J. De-

Camps, Engineer Right of Way; J. W. Allen, J. R. Slade, H. H. McCallum, P. L. Hoskins, N. S. Emery, Division Engineers; T. M. Shackelford, Jr., Attorney, T. Paine Kelley, Assistant Attorney; R. J. Waterston, Jr., Auditor.

### APPROVAL OF MINUTES

On motion by Mr. Ward, seconded by Mr. Lindsey, the minutes of the meeting held on May 15 at Miami were approved.

### APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Ward, seconded by Mr.

DA-NR 34-A(1)	572 Access
AN-FA 196-D(1)	204 F. A
DA-WR-3(1)	4-A Access
DA-WR 27(1)	604 Access
DA-WR 28-A(1)	68 Access
DA-NR 27(1)	1-190
WO 0451,0548 etc.	6-10-152-115
5209(5)	8 State
7701-105	3 State
Job. 5204-108	28 State

Brevard	
Duval	
Monroe	
Palm Beach	
Clay	
Escambia-Santa Rosa	
Gulf-Escambia-Bay-Walton	
Polk	
Seminole	
Holmes	

as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the low-

Lindsey, the expense accounts of the Members were approved and ordered paid:

Stockton, 5-14 to 5-17	\$ 52.56
Johnson, 5-13 to 5-18	44.62
Johnson, 5-28 to 5-30	15.00
Johnson, 4-22 to 5-11	31.50
Lindsey, 5-4 to 5-30	43.50
Ward, 4-1 to 5-1	118.35

### APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following Supplemental Agreements were approved:

Marion Contr. Co.	\$ 229.75	Decrease
L. J. & W. L. Cobb, Inc.	1,264.39	Decrease
Cleary Bros. Constr. Co.	721.00	Increase
Cleary Bros. Constr. Co.	1,170.00	Increase
Duval Engr. & Contr. Co.	1,251.29	Increase
Coggin & Deermont	370.16	Increase
Hardaway Contr. Co.	4,000.00	Increase
Langston Constr. Co.	15,111.94	Increase
L. B. McLeod Constr. Co.	964.44	Increase
Peterson & Earnhart	120.00	Increase

est responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows: to-wit:

### CONSTRUCTION

Bids of March 28	
DA-NR 30(1)	583
Bids of May 25	
5706-901 etc.	33-1-152 & 218
2701-103 etc.	1
9210-104	29
4609-107	10
3702-104 etc.	4-a-140-27
2604-104 etc.	5-A-31-48-28 & 56
1621-102	34
Bids of June 6	
6010-105	88

Escambia	
Okaloosa-Walton	
Baker-Duval	
Osceola	
Bay	
Dade	
Alachua, Bradford, Clay, Columbia, Union	
Polk	
Walton	

Noonan Constr. Co.	\$ 75,266.27
R. B. Tyler Co.	104,881.82
Marion Contr. Co.	80,622.62
Hall & Caddell	47,871.17
Coggin & Deermont	25,202.74
Belcher Oil Co.	52,407.53
L. J. & W. L. Cobb, Inc.	57,651.52
Powers & Archibald, Inc.	152,025.51
Peterson & Earnhart	40,804.00

### MATERIALS

Bids of June 14	
Job. Nos. 8605-901 etc	
Semi-solid Asphalt	
Cut-back Asphalt	

Mexican Petroleum Corp.	\$6,456.85
Mexican Petroleum Corp.	5,259.74

### EQUIPMENT

Bids of May 24	
Diesel Type Crawler Tractor etc.	
1 FOB DeLand	
Gasoline Powered H. C. Tractors etc	
2 FOB Tallahassee	
3 FOB Baldwin	
Gasoline Powered Portable Tandem Roller	
1 FOB Tampa	
Gasoline Powered 5 to 6 Ton 3-Wheel Roller	
2 FOB Tampa	

Seabrook Hardware Co.	\$5,643.75
Seabrook Hardware Co.	2,343.70
Seabrook Hardware Co.	3,515.55
M. D. Moody	1,566.00
Florida-Georgia Tractor Co.	6,550.00

### OSCEOLA COUNTY—ROAD 29—PROJECT 1019 (9205-104) RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 29, in Osceola County, located and surveyed and has designated the same as Project 1019 (9205-104) and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary,

practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department

the usual right of way contract with the County.

### COLLIER COUNTY REQUESTS

Mr. Ed. Scott, Clerk of the Circuit Court of Collier County, appeared and spoke in the interest of the construction of Road 164. He asked that it be done with State funds if possible, pointing out that on this road no State funds had been used in his county during this Administration; but that if State funds could not be used for this purpose, that the work be done with surplus County funds, in hands of the Department since Collier County considers Road 164 as the most important project in that county. He suggested that if necessary, the State funds allocated to Road 27-A into Marco Island be transferred to Road 164. He expressed his pleasure that the engineers have been authorized to make a survey of the road from LaBelle to Venus.

### CROSS STATE HIGHWAY

Mr. A. G. Slaughter appeared as a Member of the Board of Directors of the Cross-State Highway Association and thanked the Department for what it is doing in behalf of this cross-State highway. He extended an invitation to the Road Board Members and the Engineers to a luncheon at the Cherokee Hotel following adjournment of the meeting.

### DADE COUNTY DELEGATION AND REQUESTS

The delegation from Dade County included Preston B. Byrd, Chairman, Hugh Peters and N. P. Lowrey, County Commissioners, and Earl Roder, County Engineer.

Mr. Byrd filed resolution of the County



Commissioners requesting the Department to rebuild N.W. 27th Avenue from N.W. 36th Street north to State Road No. 270, and that portion of State Road No. 270 from N.W. 7th Avenue to N.W. 27th Avenue, because it is now in very poor condition and is used largely in connection with military operations. He stated that the total distance of about 10 miles, and filed other resolutions to show that the County has secured part of the right of way necessary for the widening of these streets, and has authorized condemnation of the balance. Mr. Peters presented a map showing the layout of this project and pointed out its importance in serving many military bases.

The delegation was advised that if they could get the commanding officers of the bases to certify to their superior officers the military necessity for this road and initiate it as a project for Access Road funds, its construction might then be authorized, but otherwise, the Department would not be in position to do anything in the near future.

#### ROAD 18 THROUGH CITY OF ARCADIA

Upon motion of Mr. Townsend, seconded by Mr. Lindsey, approval was given to the change in the designation of the route of State Road 18 through the City of Arcadia, as requested in the resolution of the City Council under date of May 22, 1944 i.e.:

From the present location described as "from West City Limits going East on Hickory Street to Lee Avenue; thence South on Lee Avenue to Oak Street; thence East on Oak Street to Brevard Avenue."

To the permanent location described as "from West City Limits going East on Hickory Street to Brevard Avenue; thence South on Brevard Avenue to Oak Street to intersect with what is known as State Road No. 2 and State Road No. 18."

#### PURCHASE OF UNITED STATES SECURITIES

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

Whereas, the State Road Department has set up its financial program with reference to the building and maintenance of State Roads and the purchase of roads and bridges for the period of the year 1944; and

WHEREAS, the State Road Department has to its credit in the Treasury of the State of Florida in the State Road License Fund—Gasoline, monies which cannot be expended under its financial program because of the war emergency within the period of one year; and

WHEREAS, it appears that the said monies may not be required for the purpose of carrying into effect its financial program for any definite period of time;

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be authorized and directed to purchase, with the approval of the Governor, the Comptroller, and the Treasurer of the State, for the account of the Department out of the money to the credit of the Department with the Treasurer in the State Road License Fund—Gasoline, United States 7/8% Treasury Certificates of Indebtedness of Series C 1945, in an amount not to exceed the sum of \$2,000,000.00, the same to be

An American ant can hang by its feet and hold in its jaws a weight 1,100 times greater than itself. By comparison, a 150-pound man would have to hold an 81½-ton weight in his teeth while hanging by his toes.

deposited with the State Treasurer to the credit of the Department in lieu of the money so expended.

#### ACCESS ROAD IN POLK COUNTY

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, Polk County has requested the Department to construct an access road in Section 29, Township 30 South, Range 25 East, providing access from State Road No. 2 to the Bartow Meat Packers Plant, the said road to be constructed at the expense of Polk County; and

WHEREAS, an estimate has been prepared by the Department of the cost of the construction of said access road, and by said estimate it has been determined that the sum of \$2,930.20 will be necessarily expended in the said construction; and

WHEREAS, the County of Polk has delivered to the Department Cashier's Checks drawn upon the Florida National Bank at Bartow, Florida, made to the order of the Department in the said sum of \$2,930.20 as payment for the cost of the work;

NOW, THEREFORE, BE IT RESOLVED that the said amount of money be expended by the Department in the construction of the access road located in Section 29, Township 30 South, Range 25 East to afford access from State Road No. 2 to the plant of the Bartow Meat Packers at such time as material, labor and equipment may be available for the said construction.

#### ACCESS ROAD TO LIVESTOCK MARKET AT GOODNO—GLADES AND HENDRY COUNTIES

On motion of Mr. Lindsey, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, the Counties of Glades and Hendry have requested the State Road Department to construct an approach to the livestock market located at the Town of Goodno, along the route of State Road No. 25, between the towns of Clewiston and LaBelle, to afford access to the market from the said road; and

WHEREAS, it has been ruled by the Attorney for the Department that the Department is without authority to expend funds for the construction of roads or other facilities not located within the limits of a designated State road; and

WHEREAS, it is the desire of the Department to cooperate so far as it legally may with the Counties of Glades and Hendry in affording the desired facility;

NOW, THEREFORE, BE IT RESOLVED, that the State Road Department prepare an

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estimate of the cost of constructing and paving an approach from State Road No. 25 to the livestock market located at Goodno, Florida.

BE IT FURTHER RESOLVED that upon the deposit by the Counties of Glades and Hendry, either or both of them, of the amount of money necessary under the said estimate to complete the work, the Department will furnish the material and with its forces furnish the labor necessary to complete the project at such time as material and labor and equipment may be available.

#### DEPOSIT FOR CONDEMNATION SUIT FOR GANDY BRIDGE

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the State Road Department is obligated under agreement with the Federal Works Agency of the United States to participate on an equal basis with the United States Government in the cost of acquiring the toll bridge between Hillsborough and Pinellas Counties known as the Gandy Bridge; and

WHEREAS, the United States has instituted this certain suit in condemnation for the appropriation of the said bridge under the power of Eminent Domain; and

WHEREAS, it is contemplated that during the course of the proceedings in condemnation it will become necessary to deposit monies in the Registry of the Court as compensation to be paid to the owners of the bridge for the taking of the property;

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be, and he is hereby authorized and directed to pay out of the funds of the Department such sum of money as may be determined to be necessary to be paid as the contribution of the State Road Department to the amount of money determined to be necessary as a deposit towards the compensation to be paid for the said bridge properties.

#### PAYMENT OF INCREASED COSTS ON OVERSEAS HIGHWAY

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was unanimously adopted:

WHEREAS, under date of September 25, 1942, a certain agreement was entered into in letter form addressed to Federal Works Administrator, Public Roads Administration, governing the participation of the State Road Department with the Federal Government in the costs of construction of the Overseas Highway in Dade and Monroe Counties; and

WHEREAS, the estimated cost of the work as contemplated at the time of the said agreement has since been materially increased;

NOW THEREFORE, BE IT RESOLVED that no part of the increased cost of the construction of the Overseas Highway shall be paid out of Federal Aid Funds allotted to the State of Florida by the United States Government.

#### DEATH OF J. H. RANDOLPH, PROJECT ENGINEER

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the Members of this Department have just learned of the death of J. H. Randolph, of Palatka, Project Engineer in the Second Division, an employee of the State Road Department for the past fourteen years,

BE IT RESOLVED that we hereby express our deep regrets at the loss of a faithful

employee, and extend to his family our sincere sympathy in their sad bereavement.

#### DEATH OF A. K. OLSEN, ENGINEER-INSPECTOR

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the Members of this Department have just learned of the death of A. K. Olsen, of Jacksonville, Engineer-Inspector in the Second Division, an employee of the State Road Department for the past twenty years,

BE IT RESOLVED that we hereby express our deep regrets at the loss of a faithful employee, and extend to his family our sincere sympathy in their sorrow.

#### DEATH OF NEIL T. KINNAR—EMPLOYEE

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the Members of this Department have just learned of the death of Neil T. Kinnear, an employee of the State Road Department for the past two years, in the Tampa Maintenance Division,

BE IT RESOLVED that we hereby express our deep regrets at the loss of a faithful employee, and extend to his family our sincere sympathy in their bereavement.

#### DEATH OF CLARENCE M. FREEMAN—EMPLOYEE

On motion of Mr. Lindsey, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the Members of this Department have just learned of the death of Clarence M. Freeman, of Ft. Lauderdale, an employee of the State Road Department, in the Fourth Division, for the past five years,

BE IT RESOLVED that we hereby express our deep regrets at the loss of a faithful employee, and extend to his family our sincere sympathy in their bereavement.

#### NEXT MEETING

On motion of Mr. Stockton, seconded by Mr. Ward, it was agreed to accept the kind invitation of the Highway Committee of the Gainesville Chamber of Commerce, to hold the next meeting at Gainesville on the 24th day of July.

There being no further business at this time, the meeting was adjourned.

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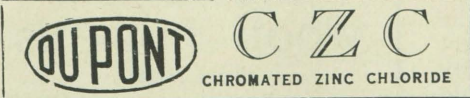
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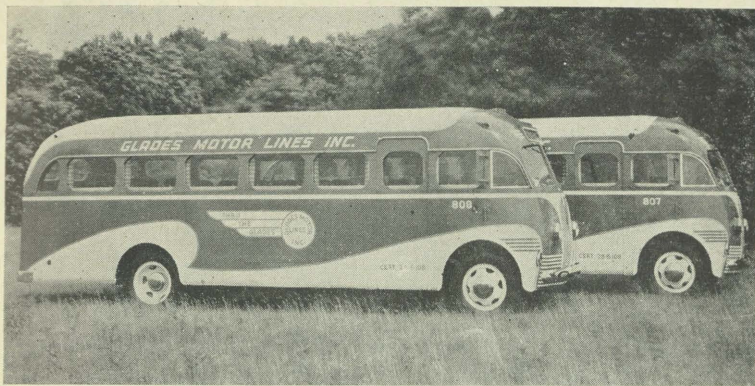
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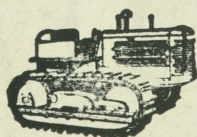
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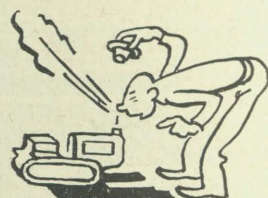
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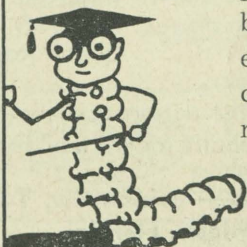
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